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MN ND SD

12 JUN 25 to 07 AUG 25



Federal Aviation  
Administration

TM

# U.S. Terminal Procedures Publication

North Central (NC) Vol 1 of 3

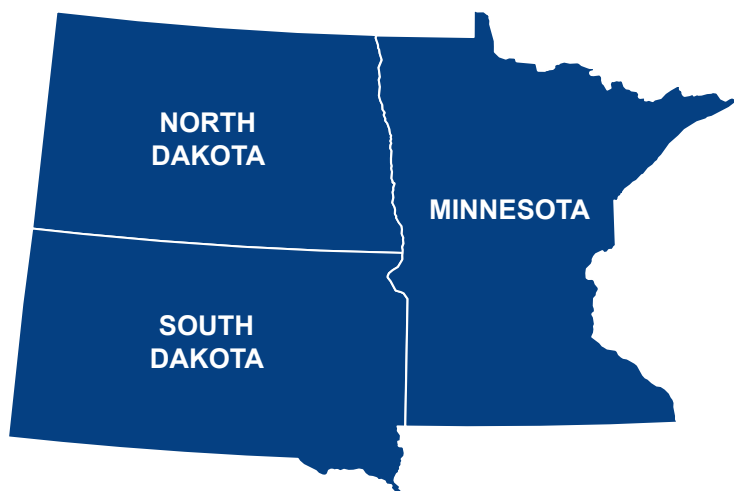
Effective: 0901Z

**12 JUN 2025**

to: 0901Z

**07 AUG 2025**

Consult the Change Notice  
(CN) effective 10 JUL 2025 for  
revised Instrument Procedure  
Charts for this volume



Consult NOTAMs for latest information

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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:  
FAA, Aeronautical Information Services  
1305 East-West Highway  
SSMC 4, Room 4531  
Silver Spring, MD 20910-3281  
Telephone: 1-800-638-8972  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/)

For inquiries regarding military charts, please contact [aerohelp@nga.mil](mailto:aerohelp@nga.mil)

FOR PROCUREMENT:  
For digital products, visit our website at: [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/digital\\_products/](https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/)

For a list of approved FAA Print Providers, visit our website at:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/print\\_providers/](https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/)

Frequently asked questions (FAQ) are answered on our website at: <https://www.faa.gov/go/ais>  
See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4



INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE  
(For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

(1) ILS, PAR, LPV, GLS minima

| Inoperative Component or Visual Aid | Increase Visibility |
|-------------------------------------|---------------------|
| All ALS types (except ODALS)        | ¼ mile              |

(2) ILS, LPV, GLS with visibility minima of RVR 1800<sup>†</sup>/2000\*/2200\*

| Inoperative Component or Visual Aid | Increase Visibility                      |
|-------------------------------------|--|
| ALSF 1 & 2, MALSR, SSALR            | To RVR 4000 <sup>†</sup><br>To RVR 4500* |
| TDZL or RCLS                        | To RVR 2400#                             |
| RVR                                 | To ½ mile                                |

#For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA. For ILS procedures with a 200 foot HAT with a restriction on autopilot usage, RVR 1800 authorized with use of FD or HUD to DA.

(3) All Approach Types and all lines of minima other than (1) & (2) above

| Inoperative Component or Visual Aid   | Increase Visibility |
|---------------------------------------|---------------------|
| ALSF 1 & 2, MALSR, SSALR              | ½ mile              |
| MALSF, MAL, SSALF, SSALS, SALSF, SALS | ¼ mile              |

(4) Sidestep minima (CAT C-D)

| Inoperative Component or Visual Aid to Sidestep Runway | Increase Visibility |
|--|---------------------|
| ALSF 1 & 2, MALSR, SSALR                               | ½ mile              |

(5) All Approach Types, All lines of minima

| Inoperative Component or Visual Aid | Increase Visibility |
|-------------------------------------|---------------------|
| ODALS (CAT A-B)                     | ¼ mile              |
| ODALS (CAT C-D)                     | ⅛ mile              |

TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

|   |          |                       |                             |                       |  |                               |  |                        |  |   |
|---|----------|-----------------------|-----------------------------|-----------------------|--|-------------------------------|--|------------------------|--|---|
| Straight-in ILS to Runway 27                                      | CATEGORY | A                     |                             | B                     |  | C                             |  | D                      |  | All weather minimums in parentheses not applicable to Civil Pilots. |
|   | S-ILS 27 | 1352/24               |                             | 200                   |  | (200-1/2)                     |  |                        |  |   |
| Straight-in with Glide Slope Inoperative or not used to Runway 27 | S-LOC 27 | 1440/24               |                             | 288                   |  | (300-1/2)                     |  | 1440/50<br>288 (300-1) |  | Military Pilots refer to appropriate regulations.                   |
|   | CIRCLING | 1540-1<br>361 (400-1) |                             | 1640-1<br>461 (500-1) |  | 1640-1 1/2<br>461 (500-1 1/2) |  | 1740-2<br>561 (600-2)  |  |   |
|   | MDA      | HAA                   | Visibility in Statute Miles |                       |  |                               |  |                        |  |   |

All weather minimums in parentheses not applicable to Civil Pilots.  
Military Pilots refer to appropriate regulations.

COPTER MINIMA ONLY

| CATEGORY | COPTER            |
|----------|-------------------|
| H-176°   | 680-½ 363 (400-½) |

Copter Approach Direction      Height of MDA/DA Above Landing Area (HAL)      No circling minimums are provided

NOTE: The **W** symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the **W** will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

COLD TEMPERATURE AIRPORTS

NOTE: A **⊖** -12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page: [http://www.faa.gov/air\\_traffic/flight\\_info/aeronav/digital\\_products/dtpp/search/](http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/)

COLD TEMPERATURE ERROR TABLE  
HEIGHT ABOVE AIRPORT IN FEET

| REPORTED TEMP °C | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1500 | 2000 | 3000 | 4000 | 5000 |
|------------------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|
| +10              | 10  | 10  | 10  | 10  | 20  | 20  | 20  | 20  | 20   | 30   | 40   | 60   | 80   | 90   |
| 0                | 20  | 20  | 30  | 30  | 40  | 40  | 50  | 50  | 60   | 90   | 120  | 170  | 230  | 280  |
| -10              | 20  | 30  | 40  | 50  | 60  | 70  | 80  | 90  | 100  | 150  | 200  | 290  | 390  | 490  |
| -20              | 30  | 50  | 60  | 70  | 90  | 100 | 120 | 130 | 140  | 210  | 280  | 420  | 570  | 710  |
| -30              | 40  | 60  | 80  | 100 | 120 | 140 | 150 | 170 | 190  | 280  | 380  | 570  | 760  | 950  |
| -40              | 50  | 80  | 100 | 120 | 150 | 170 | 190 | 220 | 240  | 360  | 480  | 720  | 970  | 1210 |
| -50              | 60  | 90  | 120 | 150 | 180 | 210 | 240 | 270 | 300  | 450  | 590  | 890  | 1190 | 1500 |

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

MANEUVERING TABLE

| Approach Category | A    | B      | C       | D       | E       |
|-------------------|------|--------|---------|---------|---------|
| Speed (Knots)     | 0-90 | 91-120 | 121-140 | 141-165 | Abv 165 |

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CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the table below. The resultant arcs are then connected tangentially to define the protected area.

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude.

| Circling MDA in feet MSL | Approach Category and Circling Radius (NM) |       |       |       |       |
|--------------------------|--|-------|-------|-------|-------|
|                          | CAT A                                      | CAT B | CAT C | CAT D | CAT E |
| 1000 or less             | 1.3  | 1.7   | 2.7   | 3.6   | 4.5   |
| 1001-3000                | 1.3  | 1.8   | 2.8   | 3.7   | 4.6   |
| 3001-5000                | 1.3  | 1.8   | 2.9   | 3.8   | 4.8   |
| 5001-7000                | 1.3  | 1.9   | 3.0   | 4.0   | 5.0   |
| 7001-9000                | 1.4  | 2.0   | 3.2   | 4.2   | 5.3   |
| 9001 and above           | 1.4  | 2.1   | 3.3   | 4.4   | 5.5   |

Users may ignore the presence of **C** symbols on charts which will be removed on a day-forward basis. All circling areas within this volume have been evaluated for the circling MDA protected area radius shown in the table above.

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

| RVR (feet) | Visibility (SM) | RVR (feet) | Visibility (SM) | RVR (feet) | Visibility (SM) | RVR (feet) | Visibility (SM) |
|------------|-----------------|------------|-----------------|------------|-----------------|------------|-----------------|
| 1600       | ¼               | 2400       | ½               | 3500       | ⅝               | 5500       | 1               |
| 1800       | ½               | 2600       | ½               | 4000       | ¾               | 6000       | 1¼              |
| 2000       | ½               | 3000       | ⅝               | 4500       | ⅞               |            |                 |
| 2200       | ½               | 3200       | ⅝               | 5000       | 1               |            |                 |

RADAR MINIMA

|     | RWY | GP/TCH/RPI   | CAT   | DA/<br>MDA-VIS | HAT<br>HAA | CEIL-VIS | CAT | DA/<br>MDA-VIS | HAT<br>HAA | CEIL-VIS |
|-----|-----|--------------|-------|----------------|------------|----------|-----|----------------|------------|----------|
| PAR | 10  | 2.5°/42/1000 | ABCDE | 195/16         | 100        | (100-¼)  |     |                |            |          |
|     | 28  | 2.5°/48/1068 | ABCDE | 187/16         | 100        | (100-¼)  |     |                |            |          |
| ASR | 10  |              | ABC   | 560/40         | 463        | (500-¾)  | DE  | 560/50         | 463        | (500-1)  |
|     | 28  |              | AB    | 600/50         | 513        | (600-1)  | CDE | 600/60         | 513        | (600-1¼) |
| CIR | 10  |              | AB    | 560-1¼         | 463        | (500-1¼) | CDE | 560-1½         | 463        | (500-1½) |
|     | 28  |              | AB    | 600-1¼         | 503        | (600-1¼) | CDE | 600-1½         | 503        | (600-1½) |

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.

2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored  
(V) VHF emergency frequency (121.5) monitored  
(U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "X".

- ⚠ Alternate Minima not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
- ⚠ NA Alternate minima are Not Authorized due to unmonitored facility or absence of weather reporting service.
- ▼ Airport is published in the Takeoff Minima, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

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GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPs with the (FAA-O) designation have been developed by an authorized non-FAA service provider. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contain information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.



The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see Chart Supplement.
- For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.
- Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).
- Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

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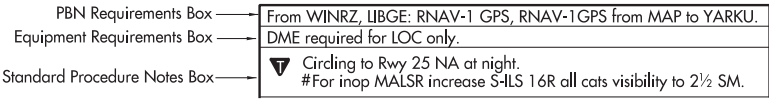
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans online. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

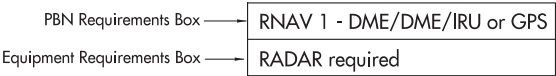
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARs and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure's navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure's PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box






RNAV STAR and DP PBN/Equipment Requirements Notes Box




PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCL) systems.

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g.,  

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "" symbol beside the name to indicate pilot controlled lighting.

To activate lights, use frequency indicated in the communications section of the chart with a 

KEY MIKE

- 7 times within 5 seconds
- 5 times within 5 seconds
- 3 times within 5 seconds

FUNCTION

- Highest intensity available
- Medium or lower intensity (Lower REIL or REIL-off)
- Lowest intensity available (Lower REIL or REIL-off)

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# ABBREVIATIONS 25107

|                |   |              |  |
|----------------|---|--------------|--|
| AAF.....       | Army Air Field  | D-ATIS.....  | Digital-Automatic Terminal Information Service |
| AAUP.....      | Attention All Users Page                              | DA.....      | Decision Altitude                              |
| ADF.....       | Automatic Direction Finder                            | DEP.....     | Departure                                      |
| ADIZ.....      | Air Defense Identification Zone                       | DEP CON..... | Departure Control                              |
| AFAUX.....     | Air Force Auxiliary                                   | DER.....     | Departure End of Runway                        |
| AFB.....       | Air Force Base  | DH.....      | Decision Height                                |
| AFRC.....      | Armed Forces Reserve Center/Air Force Reserve Command | DME.....     | Distance Measuring Equipment                   |
| AGL.....       | Above Ground Level                                    | DP.....      | Departure Procedure                            |
| AFHP.....      | Air Force Heliport                                    | DTHR.....    | Displaced Runway Threshold                     |
| AFIS.....      | Automatic Flight Information Service                  | DVA.....     | Diverse Vector Area                            |
| AHP.....       | Army Heliport   | ELEV.....    | Elevation                                      |
| ALF.....       | Auxiliary Landing Field                               | EMAS.....    | Engineered Material Arresting System           |
| ALS.....       | Approach Light System                                 | EXEC.....    | Executive                                      |
| ALSF.....      | Approach Light System with Sequenced Flashing Lights  | FAF.....     | Final Approach Fix                             |
| ANGB.....      | Air National Guard Base                               | FD.....      | Flight Director System                         |
| ANGS.....      | Air National Guard Station                            | FL.....      | Flight Level                                   |
| Ant.....       | Antenna   | FLD.....     | Field  |
| AOB.....       | At or Below   | FM.....      | Fan Marker                                     |
| AP.....        | Autopilot System                                      | FMS.....     | Flight Management System                       |
| APCH.....      | Approach  | GBAS.....    | Ground Based Augmentation System               |
| APP CON.....   | Approach Control                                      | GCA.....     | Ground Control Approach                        |
| AR.....        | Authorization Required                                | GCO.....     | Ground Communication Outlet                    |
| ARB.....       | Air Reserve Base                                      | GLS.....     | Ground Based Augmentation System               |
| ARPT.....      | Airport   | GP.....      | Landing System                                 |
| ARR.....       | Arrival   | GPS.....     | Glidepath                                      |
| AS.....        | Air Station   | GS.....      | Global Positioning System                      |
| ASOS.....      | Automated Surface Observing System                    | HAA.....     | Glide Slope                                    |
| ASR.....       | Airport Surveillance RADAR                            | HAL.....     | Height Above Airport                           |
| ASSC.....      | Airport Surface Surveillance Systems                  | HAT.....     | Height Above Landing                           |
| ATC.....       | Air Traffic Control                                   | HATH.....    | Height Above Touchdown                         |
| ATCT.....      | Airport Traffic Control Tower                         | HCH.....     | Height Above Threshold                         |
| ATIS.....      | Automatic Terminal Information Service                | hdg.....     | Heliport Crossing Height                       |
| AUNICOM.....   | Automated UNICOM                                      | HIRL.....    | Heading  |
| AWOS.....      | Automated Weather Observing System                    | HUD.....     | High Intensity Runway Lights                   |
| Baro-VNAV..... | Barometric Vertical Navigation                        | IAF.....     | Head-up Display                                |
| BC.....        | Back Course   | IAP.....     | Initial Approach Fix                           |
| brg.....       | Bearing   | ICAO.....    | Instrument Approach Procedure                  |
| CAPT.....      | Captain   | IF.....      | International Civil Aviation Organization      |
| CAT.....       | Category  | IFR.....     | Intermediate Fix                               |
| CCW.....       | Counterclockwise                                      | ILS.....     | Instrument Flight Rules                        |
| CDI.....       | Course Deviation Indicator                            | IM.....      | Instrument Landing System                      |
| CGAS.....      | Coast Guard Air Station                               | INC.....     | Inner Marker                                   |
| Chan.....      | Channel   | Inop.....    | Incorporated                                   |
| CIR.....       | Circling  | INT.....     | Inoperative                                    |
| CL.....        | Centerline Lighting System                            | INTCNTL..... | Intersection                                   |
| CLNC DEL.....  | Clearance Delivery                                    | INTL.....    | Intercontinental                               |
| CNF.....       | Computer Navigation Fix                               | JNGB.....    | International                                  |
| CPDLC.....     | Controller Pilot Data Link Communications             | JRB.....     | Joint National Guard Base                      |
| CTAF.....      | Common Traffic Advisory Frequency                     | K.....       | Joint Reserve Base                             |
| CW.....        | Clockwise   | KIAS.....    | Knots  |
|                |   | LAAS.....    | Knots Indicated Airspeed                       |
|                |   |              | Local Area Augmentation System                 |

# ABBREVIATIONS 25107

|            |  |             |   |
|------------|--|-------------|---|
| LDA.....   | Localizer Type Directional Aid   | OPSPEC..... | Operations Specification  |
| Ldg.....   | Landing  | PAR.....    | Precision Approach Radar  |
| LIRL.....  | Low Intensity Runway Lights  | PDC.....    | Pre-Departure Clearance   |
| LNAV.....  | Lateral Navigation   | PRM.....    | Precision Runway Monitor  |
| LOA.....   | Letter of Agreement/Authorization  | Pvt.....    | Private   |
| LOC.....   | Localizer  | R.....      | Radial  |
| LOM.....   | Locator Outer Marker   | RA.....     | Radio Altimeter setting height  |
| LP.....    | Localizer Performance  | RAIL.....   | Runway Alignment Indicator Lights   |
| LPV.....   | Localizer Performance with Vertical Guidance                                     | RCLS.....   | Runway Centerline Light System  |
| LR.....    | Lead Radial  | REIL.....   | Runway End Identifier Lights  |
| LRRS.....  | Long Range RADAR Station   | RF.....     | Radius to Fix   |
| MAA.....   | Maximum Authorized Altitude  | RGNL.....   | Regional  |
| MALS.....  | Medium Intensity Approach Lighting System  | RLLS.....   | Runway Lead-in Light System   |
| MALSF..... | Medium Approach Lighting System with Sequenced Flashers                          | RNAV.....   | Area Navigation   |
| MALSR..... | Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights | RNP.....    | Required Navigation Performance   |
| MAP.....   | Missed Approach Point  | RPI.....    | Runway Point of Interception)   |
| MCAF.....  | Marine Corps Air Facility  | RVR.....    | Runway Visual Range   |
| MCALF..... | Marine Corps Auxiliary Landing Field   | RWY.....    | Runway  |
| MCAS.....  | Marine Corps Air Station   | S.....      | Straight-in   |
| MCB.....   | Marine Corps Base  | SALS.....   | Simplified Short Approach Light System  |
| MCOLF..... | Marine Corps Outlying Field  | SALSF.....  | Short Approach Lighting System with Sequenced Flashing Lights                 |
| MDA.....   | Minimum Descent Altitude   | SDF.....    | Simplified Directional Facility   |
| MEA.....   | Minimum Enroute Altitude   | SFB.....    | Space Force Base  |
| MEML.....  | Memorial   | SID.....    | Standard Instrument Departure   |
| METRO..... | Metropolitan   | SM.....     | Statute Mile  |
| MIRL.....  | Medium Intensity Runway Lights   | SR-SS.....  | Sunrise-Sunset  |
| MM.....    | Middle Marker  | SSALF.....  | Short Approach Lighting System with Sequenced Flashing Lights                 |
| MOCA.....  | Minimum Obstruction Clearance Altitude   | SSALR.....  | Simplified Short Approach Light System with Runway Alignment Indicator Lights |
| MRA.....   | Minimum Reception Altitude   | SSALS.....  | Simplified Short Approach Lighting System                                     |
| MSL.....   | Mean Sea Level   | ST.....     | Saint   |
| MSPEC..... | Management Specification   | STE.....    | Sainte  |
| MUNI.....  | Municipal  | STAR.....   | Standard Terminal Arrival   |
| N/A.....   | Not Applicable   | TAA.....    | Terminal Arrival Area   |
| NA.....    | Not Authorized   | TACAN.....  | Tactical Air Navigation   |
| NAAS.....  | Naval Auxiliary Air Station  | TCH.....    | Threshold Crossing Height   |
| NAF.....   | Naval Air Facility   | TDZ.....    | Touchdown Zone  |
| NALF.....  | Naval Auxiliary Landing Field  | TDZE.....   | Touchdown Zone Elevation  |
| NAS.....   | Naval Air Station  | TDZ/CL..... | Touchdown Zone and Runway Centerline Lighting                                 |
| NDB.....   | Nondirectional Radio Beacon  | TDZL.....   | Touchdown Zone Lights   |
| NM.....    | Nautical Mile  | THR.....    | Threshold   |
| NOLF.....  | Naval Outlying Field   | TODA.....   | Takeoff Distance Available  |
| NoPT.....  | No Procedure Turn  | TORA.....   | Takeoff Run Available   |
| NOTAM..... | Notice to Airmen   | tr.....     | Track   |
| NS.....    | Naval Station  | TRML.....   | Terminal  |
| NTL.....   | National   | TWR.....    | Tower   |
| ODALS..... | Omnidirectional Approach Lighting System   | UNICOM..... | Universal Communications Station  |
| ODP.....   | Obstacle Departure Procedure   | USA.....    | United States Army  |
| OM.....    | Outer Marker   | USAF.....   | United States Air Force   |

ABBREVIATIONS 25107

|             |  |
|-------------|--|
| USCG.....   | United States Coast Guard  |
| USMC.....   | United States Marine Corps   |
| USN.....    | United States Navy   |
| USSF.....   | United States Space Force  |
| VASI.....   | Visual Approach Slope Indicator                                    |
| VCOA.....   | Visual Climb Over Airport  |
| VDA.....    | Vertical Descent Angle   |
| VDP.....    | Visual Descent Point   |
| VFR.....    | Visual Flight Rules  |
| VGSI.....   | Visual Glide Slope Indicator                                       |
| VNAV.....   | Vertical Navigation  |
| VOR.....    | Very High Frequency Omni-Directional Range                         |
| VORTAC..... | Very High Frequency Omni-Directional Range/Tactical Air Navigation |
| WAAS.....   | Wide Area Augmentation System                                      |
| WP/WPT..... | Waypoint   |

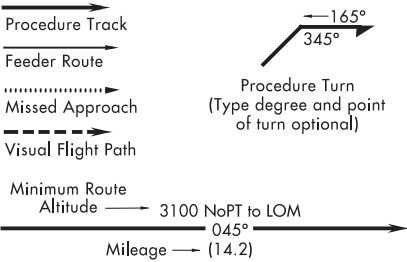
NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



PLANVIEW SYMBOLS

ROUTES



ALTITUDES

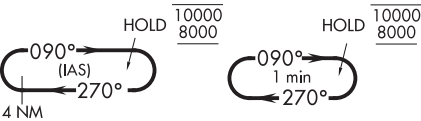
|                                |                             |
|--------------------------------|-----------------------------|
| <u>5500</u> Mandatory Altitude | 3000 Recommended Altitude   |
| <u>2500</u> Minimum Altitude   | <u>5000</u> Mandatory Block |
| 4300 Maximum Altitude          | 3000 Altitude               |

INDICATED AIRSPEED

|                    |                  |                  |                      |
|--------------------|------------------|------------------|----------------------|
| <u>175K</u>        | <u>120K</u>      | <u>250K</u>      | 180K                 |
| Mandatory Airspeed | Minimum Airspeed | Maximum Airspeed | Recommended Airspeed |

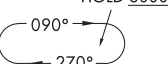
HOLDING PATTERNS

Hold-in-lieu of Procedure Turn



Missed Approach

Arrival



Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'.

Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown. DME fixes may be shown.

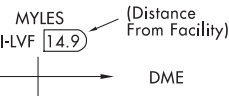
FIXES/ATC REPORTING REQUIREMENTS



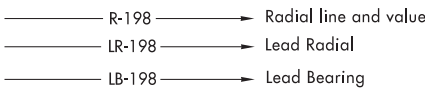
Waypoint

MAP WP (Flyby)

MAP WP (Flyover)



x (CFTSP) Computer Navigation Fix (CNF)-No ATC Function ("x" omitted when it is a MAP)



RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

VOR VORTAC TACAN

VOR/DME DME

NDB NDB/DME

LOM (Compass locator at Outer Marker)

Marker Beacon

Marker beacons that are not specifically part of the procedure.

Locator Front Course (LOC/LDA) Right side shading- Front course

Locator Back Course Left side shading- Back Course

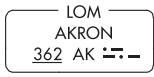
SDF Course

LOC/LDA/SDF Transmitter LOC/DME

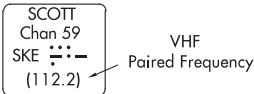
(shown when installation is offset from its normal position off the end of the runway.)

Primary NAVAID

Secondary NAVAID



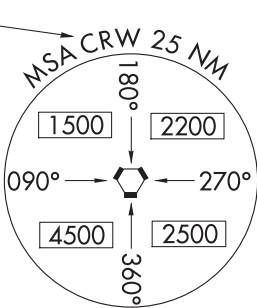
TACAN or DME NAVAID



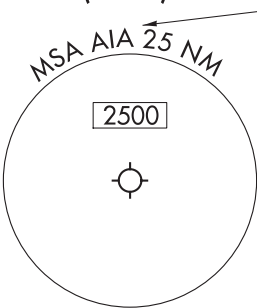
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

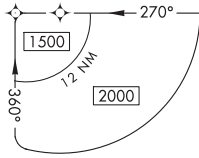
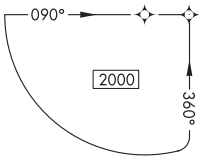
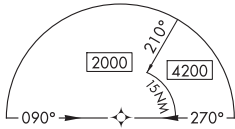


Airport Identifier



(arrows on distance circle identify sectors)

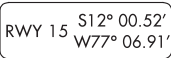
TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS



VOR Changeover Point



End of Rwy Coordinates (DoD only)



R-Restricted  
P-Prohibited  
MOA-Military Operations Area

W-Warning  
A-Alert



Distance not to scale



International Boundary



Air Defense Identification Zone

AIRPORTS



Primary and Secondary (named in planview)

Seaplane Base

Joint (Civil-Military)

OBSTACLES

• Spot Elevation

△ Obstacle

△ Highest Obstacle

• Highest Spot Elevation

△ Group of Obstacles

± Doubtful accuracy

## LEGEND 24361

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

## PROFILE VIEW

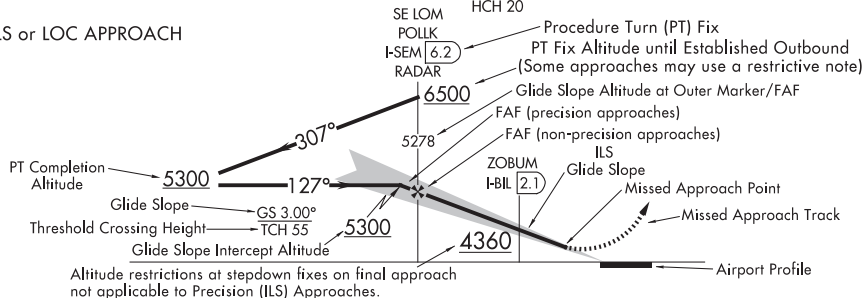
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format:  $\angle 3.00^\circ$  TCH 55

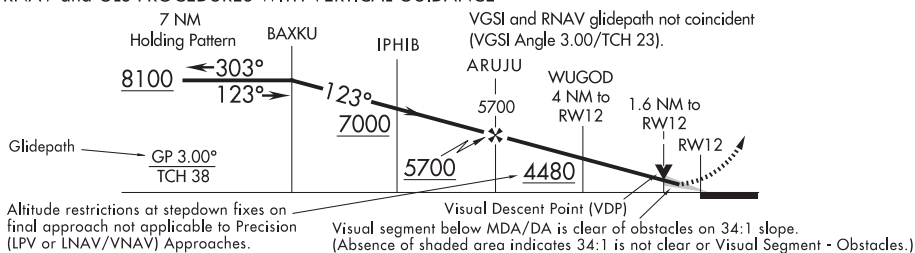
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format:  $\angle 3.00^\circ$  TCH 50

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format:  $\angle 3.00^\circ$  TCH 55. On Copter procedures this is depicted in the following format:  $\angle 7.30^\circ$  HCH 20

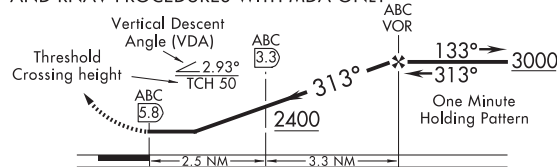
## ILS or LOC APPROACH



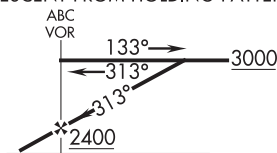
## RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



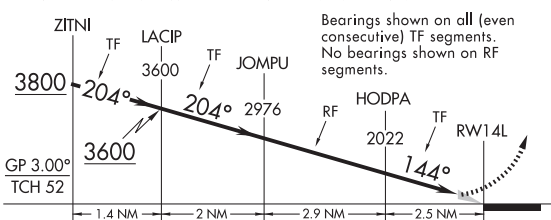
## NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



## DESCENT FROM HOLDING PATTERN



## RNP APPROACH WITH TF AND RF SEGMENTS



Bearings shown on all (even consecutive) TF segments. No bearings shown on RF segments.

|      |                    |      |                      |
|------|--------------------|------|----------------------|
| 5500 | Mandatory Altitude | 3000 | Recommended Altitude |
| 2500 | Minimum Altitude   | 5000 | Mandatory Block      |
| 4300 | Maximum Altitude   | 3000 | Altitude             |

## PROFILE SYMBOLS

|  |  |  |
|--|--|--|
|  | Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures. | Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line. |
|  | Visual Descent Point (VDP)   |  |
|  | Visual Flight Path   |  |

## LEGEND 24361

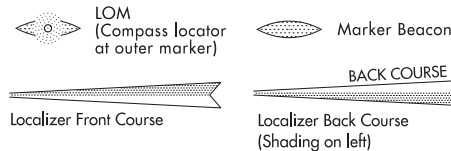
# LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

## RADIO AIDS TO NAVIGATION

### Compulsory:



### Non-Compulsory:

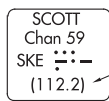


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

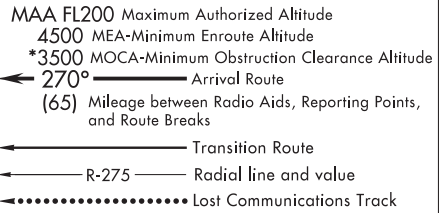
TACAN or DME NAVAID Box



VHF Paired Frequency

(Y) TACAN must be placed in "Y" mode to receive distance information

## ROUTES



V12 J80 Airway/Jet Route Identification



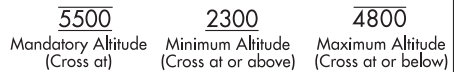
Holding pattern with maximum restricted airspace (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

## SPECIAL USE AIRSPACE



R-Restricted  
P-Prohibited  
MOA-Military Operations Area  
W-Warning  
A-Alert

## ALTITUDES



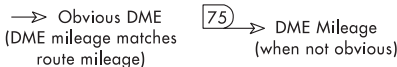
Block Altitude

Altitude change at other than Radio Aids to Navigation

## FIXES/ATC REPORTING REQUIREMENTS



- ▲ Reporting Point (Compulsory)
- △ Reporting Point (Non-Compulsory)



x (CFTSP) Computer Navigation Fix (CNF) - No ATC Function

## AIRPORTS



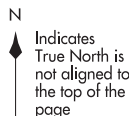
Airports not served by the procedure shown in screened color



## MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

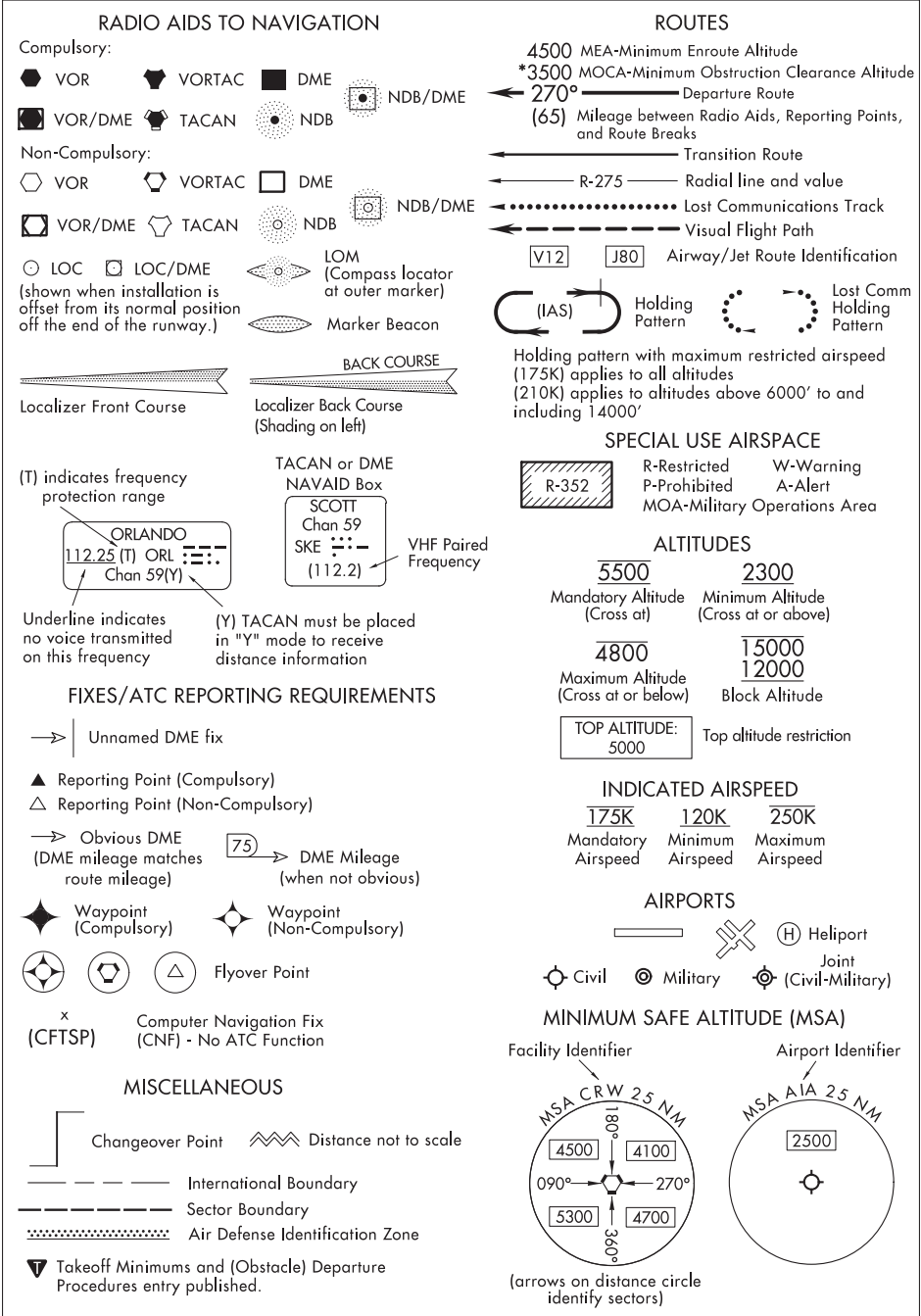


Indicates True North is not aligned to the top of the page

Ldg KLAS and KHND

Ldg Rwy 16L/C/R

Terminus identifier

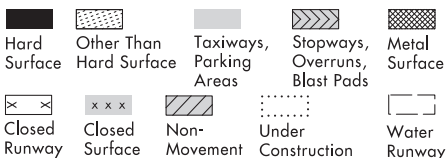


# LEGEND

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

### AIRPORT DIAGRAM/AIRPORT SKETCH

#### Runways

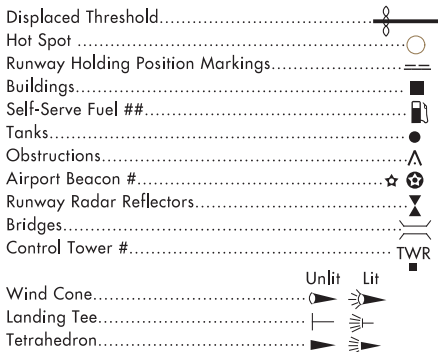


**ARRESTING GEAR:** Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



**ARRESTING SYSTEM** (EMAS)

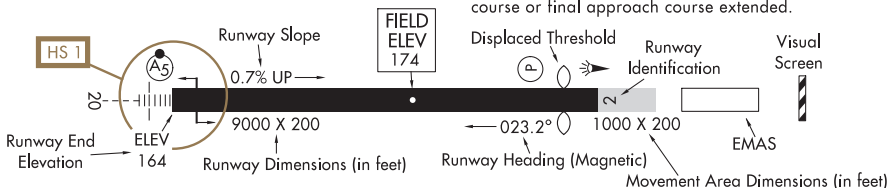
#### REFERENCE FEATURES



# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

## See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120



#### SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point.....

**NOTE:**  
Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.....TDZE 123

Runway Slope.....← 0.3% Down.....0.8% UP →  
(shown when rounded runway slope is ≥ 0.3%)

**NOTE:**  
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ± 600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

**NOTE:**  
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP. (Foreign Only)

The airport sketch box includes the final approach course or final approach course extended.

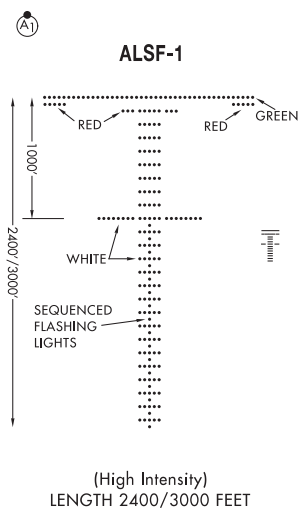
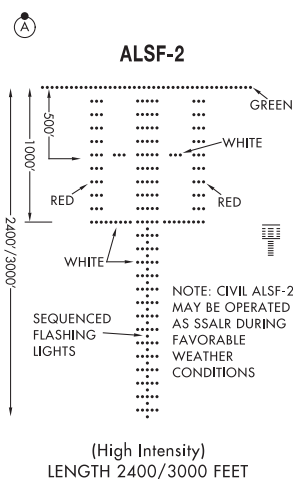
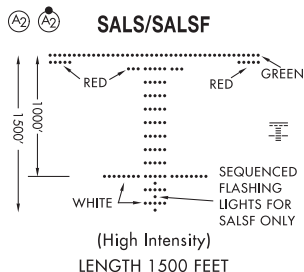
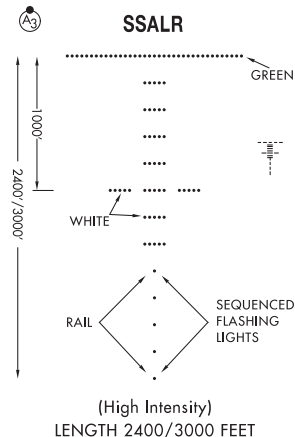
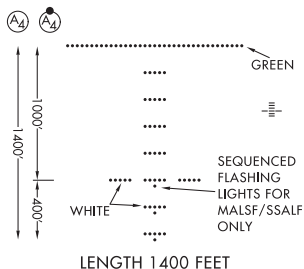
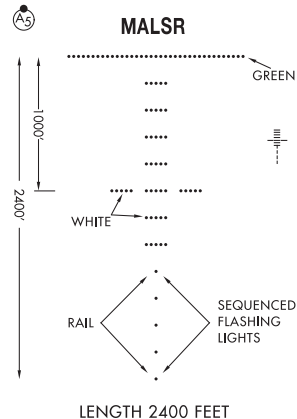
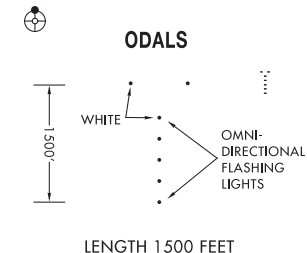
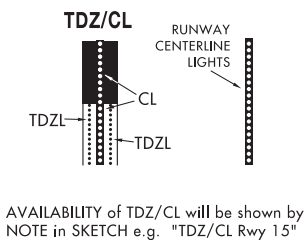
# LEGEND

## LEGEND 22195

INSTRUMENT APPROACH PROCEDURES (CHARTS)  
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (A3), etc.

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (A1) indicates Pilot Controlled Lighting (PCL).

CATEGORY I  
APPROACH LIGHTING SYSTEMCATEGORY II  
APPROACH LIGHTING SYSTEMSHORT APPROACH  
LIGHTING SYSTEMSIMPLIFIED SHORT  
APPROACH LIGHTING SYSTEM  
with Runway Alignment Indicator LightsMEDIUM INTENSITY (MALS and  
MALSF) OR SIMPLIFIED SHORT  
(SSALS and SSALF)  
APPROACH LIGHTING SYSTEMSMEDIUM INTENSITY  
APPROACH LIGHTING SYSTEM  
with Runway Alignment Indicator LightsOMNIDIRECTIONAL  
APPROACH LIGHTING SYSTEMRUNWAY TOUCHDOWN ZONE  
AND CENTERLINE  
LIGHTING SYSTEMS

## LEGEND 22195

# LEGEND 22195

## INSTRUMENT APPROACH PROCEDURES (CHARTS) APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A<sub>2</sub>), (V) etc.

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A<sub>1</sub>). Negative symbology, e.g., (A<sub>1</sub>), (V) indicates Pilot Controlled Lighting (PCL).

(P) **PRECISION APPROACH PATH INDICATOR**  
**PAPI**

Legend: □ White ■ Red

(V<sub>2</sub>) **PULSATING VISUAL APPROACH SLOPE INDICATOR**  
**PVASI**

(V) **VISUAL APPROACH SLOPE INDICATOR**  
**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

ALL LIGHTS WHITE — TOO HIGH  
FAR LIGHTS RED — ON GLIDE SLOPE  
NEAR LIGHTS WHITE — TOO LOW  
ALL LIGHTS RED — TOO LOW

**VASI 2** **VASI 4**

**VASI 12**

**CAUTION:** When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V<sub>4</sub>) **TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**  
**TRCV**

**CAUTION:** When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V<sub>3</sub>) **VISUAL APPROACH SLOPE INDICATOR**  
**VASI**

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GUIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.

**VASI 6** **VASI 16**

(V<sub>5</sub>) **ALIGNMENT OF ELEMENTS SYSTEMS**  
**APAP**

Painted panels which may be lighted at night.  
To use the system the pilot positions the aircraft so the elements are in alignment.

# LEGEND 22195



## SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

| TACAN<br>CHANNEL | VHF<br>FREQUENCY | TACAN<br>CHANNEL | VHF<br>FREQUENCY | TACAN<br>CHANNEL | VHF<br>FREQUENCY |
|------------------|------------------|------------------|------------------|------------------|------------------|
| 17Y              | 108.05           | 40X              | 110.30           | 88Y              | 114.15           |
| 18X              | 108.10           | 40Y              | 110.35           | 89Y              | 114.25           |
| 18Y              | 108.15           | 41Y              | 110.45           | 90Y              | 114.35           |
| 19Y              | 108.25           | 42X              | 110.50           | 91Y              | 114.45           |
| 20X              | 108.30           | 42Y              | 110.55           | 92Y              | 114.55           |
| 20Y              | 108.35           | 43Y              | 110.65           | 93Y              | 114.65           |
| 21Y              | 108.45           | 44X              | 110.70           | 94Y              | 114.75           |
| 22X              | 108.50           | 44Y              | 110.75           | 95Y              | 114.85           |
| 22Y              | 108.55           | 45Y              | 110.85           | 96Y              | 114.95           |
| 23Y              | 108.65           | 46X              | 110.90           | 97Y              | 115.05           |
| 24X              | 108.70           | 46Y              | 110.95           | 98Y              | 115.15           |
| 24Y              | 108.75           | 47Y              | 111.05           | 99Y              | 115.25           |
| 25Y              | 108.85           | 48X              | 111.10           | 100Y             | 115.35           |
| 26X              | 108.90           | 48Y              | 111.15           | 101Y             | 115.45           |
| 26Y              | 108.95           | 49Y              | 111.25           | 102Y             | 115.55           |
| 27Y              | 109.05           | 50X              | 111.30           | 103Y             | 115.65           |
| 28X              | 109.10           | 50Y              | 111.35           | 104Y             | 115.75           |
| 28Y              | 109.15           | 51Y              | 111.45           | 105Y             | 115.85           |
| 29Y              | 109.25           | 52X              | 111.50           | 106Y             | 115.95           |
| 30X              | 109.30           | 52Y              | 111.55           | 107Y             | 116.05           |
| 30Y              | 109.35           | 53Y              | 111.65           | 108Y             | 116.15           |
| 31Y              | 109.45           | 54X              | 111.70           | 109Y             | 116.25           |
| 32X              | 109.50           | 54Y              | 111.75           | 110Y             | 116.35           |
| 32Y              | 109.55           | 55Y              | 111.85           | 111Y             | 116.45           |
| 33Y              | 109.65           | 56X              | 111.90           | 112Y             | 116.55           |
| 34X              | 109.70           | 56Y              | 111.95           | 113Y             | 116.65           |
| 34Y              | 109.75           | 80Y              | 113.35           | 114Y             | 116.75           |
| 35Y              | 109.85           | 81Y              | 113.45           | 115Y             | 116.85           |
| 36X              | 109.90           | 82Y              | 113.55           | 116Y             | 116.95           |
| 36Y              | 109.95           | 83Y              | 113.65           | 117Y             | 117.05           |
| 37Y              | 110.05           | 84Y              | 113.75           | 118Y             | 117.15           |
| 38X              | 110.10           | 85Y              | 113.85           | 119Y             | 117.25           |
| 38Y              | 110.15           | 86Y              | 113.95           |                  |                  |
| 39Y              | 110.25           | 87Y              | 114.05           |                  |                  |

See the Chart Supplement for a complete listing.

## SUPPLEMENTAL TABLES 25107

## SUPPLEMENTAL TABLES 25107

**INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS**  
**RATE OF CLIMB TABLE**  
 (ft per min)

The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.

| ft/NM | %    | GROUND SPEED (knots) |     |      |      |      |      |      |      |      |      |      |
|-------|------|----------------------|-----|------|------|------|------|------|------|------|------|------|
|       |      | 60                   | 90  | 120  | 150  | 180  | 210  | 240  | 270  | 300  | 330  | 360  |
| 152   | 2.50 | 152                  | 228 | 304  | 380  | 456  | 532  | 608  | 684  | 760  | 836  | 912  |
| 200   | 3.29 | 200                  | 300 | 400  | 500  | 600  | 700  | 800  | 900  | 1000 | 1100 | 1200 |
| 210   | 3.46 | 210                  | 315 | 420  | 525  | 630  | 735  | 840  | 945  | 1050 | 1155 | 1260 |
| 220   | 3.62 | 220                  | 330 | 440  | 550  | 660  | 770  | 880  | 990  | 1100 | 1210 | 1320 |
| 230   | 3.79 | 230                  | 345 | 460  | 575  | 690  | 805  | 920  | 1035 | 1150 | 1265 | 1380 |
| 240   | 3.95 | 240                  | 360 | 480  | 600  | 720  | 840  | 960  | 1080 | 1200 | 1320 | 1440 |
| 250   | 4.11 | 250                  | 375 | 500  | 625  | 750  | 875  | 1000 | 1125 | 1250 | 1375 | 1500 |
| 260   | 4.28 | 260                  | 390 | 520  | 650  | 780  | 910  | 1040 | 1170 | 1300 | 1430 | 1560 |
| 270   | 4.44 | 270                  | 405 | 540  | 675  | 810  | 945  | 1080 | 1215 | 1350 | 1485 | 1620 |
| 280   | 4.61 | 280                  | 420 | 560  | 700  | 840  | 980  | 1120 | 1260 | 1400 | 1540 | 1680 |
| 290   | 4.77 | 290                  | 435 | 580  | 725  | 870  | 1015 | 1160 | 1305 | 1450 | 1595 | 1740 |
| 300   | 4.94 | 300                  | 450 | 600  | 750  | 900  | 1050 | 1200 | 1350 | 1500 | 1650 | 1800 |
| 310   | 5.10 | 310                  | 465 | 620  | 775  | 930  | 1085 | 1240 | 1395 | 1550 | 1705 | 1860 |
| 320   | 5.27 | 320                  | 480 | 640  | 800  | 960  | 1120 | 1280 | 1440 | 1600 | 1760 | 1920 |
| 330   | 5.43 | 330                  | 495 | 660  | 825  | 990  | 1155 | 1320 | 1485 | 1650 | 1815 | 1980 |
| 340   | 5.60 | 340                  | 510 | 680  | 850  | 1020 | 1190 | 1360 | 1530 | 1700 | 1870 | 2040 |
| 350   | 5.76 | 350                  | 525 | 700  | 875  | 1050 | 1225 | 1400 | 1575 | 1750 | 1925 | 2100 |
| 360   | 5.92 | 360                  | 540 | 720  | 900  | 1080 | 1260 | 1440 | 1620 | 1800 | 1980 | 2160 |
| 370   | 6.09 | 370                  | 555 | 740  | 925  | 1110 | 1295 | 1480 | 1665 | 1850 | 2035 | 2220 |
| 380   | 6.25 | 380                  | 570 | 760  | 950  | 1140 | 1330 | 1520 | 1710 | 1900 | 2090 | 2280 |
| 390   | 6.42 | 390                  | 585 | 780  | 975  | 1170 | 1365 | 1560 | 1755 | 1950 | 2145 | 2340 |
| 400   | 6.58 | 400                  | 600 | 800  | 1000 | 1200 | 1400 | 1600 | 1800 | 2000 | 2200 | 2400 |
| 450   | 7.41 | 450                  | 675 | 900  | 1125 | 1350 | 1575 | 1800 | 2025 | 2250 | 2475 | 2700 |
| 500   | 8.23 | 500                  | 750 | 1000 | 1250 | 1500 | 1750 | 2000 | 2250 | 2500 | 2750 | 3000 |
| 550   | 9.05 | 550                  | 825 | 1100 | 1375 | 1650 | 1925 | 2200 | 2475 | 2750 | 3025 | 3300 |

## SUPPLEMENTAL TABLES 25107

## SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS  
RATE OF DESCENT TABLE

The rate of descent table is provided for use in planning and executing descents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.

| ANGLE | ft/NM | GROUND SPEED (knots) |      |      |      |      |      |      |      |      |      |      |
|-------|-------|----------------------|------|------|------|------|------|------|------|------|------|------|
|       |       | 60                   | 90   | 120  | 150  | 180  | 210  | 240  | 270  | 300  | 330  | 360  |
| 2.0   | 212   | 212                  | 318  | 424  | 530  | 637  | 743  | 849  | 955  | 1061 | 1167 | 1273 |
| 2.5   | 265   | 265                  | 398  | 531  | 663  | 796  | 929  | 1061 | 1194 | 1326 | 1459 | 1592 |
| 2.6   | 276   | 276                  | 414  | 552  | 690  | 828  | 966  | 1104 | 1242 | 1380 | 1518 | 1655 |
| 2.7   | 287   | 287                  | 430  | 573  | 716  | 860  | 1003 | 1146 | 1289 | 1433 | 1576 | 1719 |
| 2.8   | 297   | 297                  | 446  | 594  | 743  | 892  | 1040 | 1189 | 1337 | 1486 | 1634 | 1783 |
| 2.9   | 308   | 308                  | 462  | 616  | 770  | 923  | 1077 | 1231 | 1385 | 1539 | 1693 | 1847 |
| 3.0   | 318   | 318                  | 478  | 637  | 796  | 955  | 1115 | 1274 | 1433 | 1592 | 1751 | 1911 |
| 3.1   | 329   | 329                  | 494  | 658  | 823  | 987  | 1152 | 1316 | 1481 | 1645 | 1810 | 1974 |
| 3.2   | 340   | 340                  | 510  | 679  | 849  | 1019 | 1189 | 1359 | 1529 | 1699 | 1868 | 2038 |
| 3.3   | 350   | 350                  | 526  | 701  | 876  | 1051 | 1226 | 1401 | 1577 | 1752 | 1927 | 2102 |
| 3.4   | 361   | 361                  | 541  | 722  | 902  | 1083 | 1263 | 1444 | 1624 | 1805 | 1985 | 2166 |
| 3.5   | 372   | 372                  | 557  | 743  | 929  | 1115 | 1301 | 1487 | 1672 | 1858 | 2044 | 2230 |
| 3.6   | 382   | 382                  | 573  | 765  | 956  | 1147 | 1338 | 1529 | 1720 | 1911 | 2103 | 2294 |
| 3.7   | 393   | 393                  | 589  | 786  | 982  | 1179 | 1375 | 1572 | 1768 | 1965 | 2161 | 2358 |
| 3.8   | 404   | 404                  | 605  | 807  | 1009 | 1211 | 1413 | 1614 | 1816 | 2018 | 2220 | 2421 |
| 3.9   | 414   | 414                  | 621  | 828  | 1036 | 1243 | 1450 | 1657 | 1864 | 2071 | 2278 | 2485 |
| 4.0   | 425   | 425                  | 637  | 850  | 1062 | 1275 | 1487 | 1700 | 1912 | 2124 | 2337 | 2549 |
| 4.5   | 478   | 478                  | 717  | 956  | 1196 | 1435 | 1674 | 1913 | 2152 | 2391 | 2630 | 2869 |
| 5.0   | 532   | 532                  | 797  | 1063 | 1329 | 1595 | 1861 | 2126 | 2392 | 2658 | 2924 | 3190 |
| 5.5   | 585   | 585                  | 878  | 1170 | 1463 | 1755 | 2048 | 2340 | 2633 | 2925 | 3218 | 3510 |
| 6.0   | 639   | 639                  | 958  | 1277 | 1597 | 1916 | 2235 | 2555 | 2874 | 3193 | 3512 | 3832 |
| 6.5   | 692   | 692                  | 1038 | 1385 | 1731 | 2077 | 2423 | 2769 | 3115 | 3461 | 3808 | 4154 |
| 7.0   | 746   | 746                  | 1119 | 1492 | 1865 | 2238 | 2611 | 2984 | 3357 | 3730 | 4103 | 4476 |
| 7.5   | 800   | 800                  | 1200 | 1600 | 2000 | 2400 | 2800 | 3200 | 3600 | 4000 | 4400 | 4800 |
| 8.0   | 854   | 854                  | 1281 | 1708 | 2135 | 2562 | 2989 | 3416 | 3843 | 4270 | 4697 | 5124 |
| 8.5   | 908   | 908                  | 1362 | 1816 | 2270 | 2724 | 3178 | 3632 | 4086 | 4540 | 4994 | 5448 |
| 9.0   | 962   | 962                  | 1444 | 1925 | 2406 | 2887 | 3368 | 3849 | 4331 | 4812 | 5293 | 5774 |
| 9.5   | 1017  | 1017                 | 1525 | 2034 | 2542 | 3050 | 3559 | 4067 | 4576 | 5084 | 5592 | 6101 |
| 10.0  | 1071  | 1071                 | 1607 | 2143 | 2678 | 3214 | 3750 | 4286 | 4821 | 5357 | 5893 | 6428 |

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| NAME                                      | PROC              | SECT PG | NAME                           | PROC              | SECT PG |
|---|-------------------|---------|--------------------------------|-------------------|---------|
| <b>ABERDEEN, SD</b>                       |                   |         | <b>AUSTIN, MN</b>              |                   |         |
| <b>ABERDEEN RGNL(ABR)</b>                 |                   |         | <b>AUSTIN MUNI(AUM)</b>        |                   |         |
| TAKEOFF MINIMUMS                          |                   | L       | TAKEOFF MINIMUMS               |                   | L       |
| ALTERNATE MINIMUMS                        |                   | M       | ALTERNATE MINIMUMS             |                   | M       |
| IAPS                                      | ILS OR LOC RWY 31 | 1       | IAPS                           | ILS OR LOC RWY 35 | 25      |
|   | RNAV (GPS) RWY 13 | 2       |                                | RNAV (GPS) RWY 17 | 26      |
|   | RNAV (GPS) RWY 17 | 3       |                                | RNAV (GPS) RWY 35 | 27      |
|   | RNAV (GPS) RWY 31 | 4       |                                |                   |         |
|   | RNAV (GPS) RWY 35 | 5       | <b>BARNES COUNTY MUNI</b>      |                   |         |
|   | VOR RWY 13        | 6       | <b>---SEE VALLEY CITY, ND</b>  |                   |         |
|   | VOR RWY 31        | 7       |                                |                   |         |
| AIRPORT DIAGRAM                           |                   | 8       |                                |                   |         |
| <b>ADA/TWIN VALLEY, MN</b>                |                   |         | <b>BAUDETTE, MN</b>            |                   |         |
| <b>NORMAN COUNTY ADA/TWIN VALLEY(D00)</b> |                   |         | <b>BAUDETTE INTL(BDE)</b>      |                   |         |
| TAKEOFF MINIMUMS                          |                   | L       | TAKEOFF MINIMUMS               |                   | L       |
| IAPS                                      | RNAV (GPS) RWY 33 | 9       | ALTERNATE MINIMUMS             |                   | M       |
|   |                   |         | IAPS                           | ILS OR LOC RWY 30 | 28      |
|   |                   |         |                                | RNAV (GPS) RWY 12 | 29      |
|   |                   |         |                                | RNAV (GPS) RWY 30 | 30      |
| <b>AIRLAKE</b>                            |                   |         | <b>BEACH, ND</b>               |                   |         |
| <b>---SEE MINNEAPOLIS, MN</b>             |                   |         | <b>BEACH(20U)</b>              |                   |         |
| <b>AITKIN, MN</b>                         |                   |         | TAKEOFF MINIMUMS               |                   | L       |
| <b>AITKIN MUNI/STEVE KURTZ FLD(AIT)</b>   |                   |         | IAPS                           | RNAV (GPS) RWY 12 | 31      |
| TAKEOFF MINIMUMS                          |                   | L       |                                | RNAV (GPS) RWY 30 | 32      |
| ALTERNATE MINIMUMS                        |                   | M       |                                |                   |         |
| IAPS                                      | RNAV (GPS) RWY 16 | 10      | <b>BELLE FOURCHE, SD</b>       |                   |         |
|   | RNAV (GPS) RWY 34 | 11      | <b>BELLE FOURCHE MUNI(EFC)</b> |                   |         |
|   |                   |         | TAKEOFF MINIMUMS               |                   | L       |
|   |                   |         | IAPS                           | RNAV (GPS) RWY 32 | 33      |
| <b>ALBERT LEA, MN</b>                     |                   |         |                                |                   |         |
| <b>ALBERT LEA MUNI(AEL)</b>               |                   |         | <b>BEMIDJI, MN</b>             |                   |         |
| TAKEOFF MINIMUMS                          |                   | L       | <b>BEMIDJI RGNL(BJI)</b>       |                   |         |
| ALTERNATE MINIMUMS                        |                   | M       | TAKEOFF MINIMUMS               |                   | L       |
| IAPS                                      | RNAV (GPS) RWY 17 | 12      | ALTERNATE MINIMUMS             |                   | M       |
|   | RNAV (GPS) RWY 35 | 13      | IAPS                           | ILS OR LOC RWY 25 | 34      |
|   | VOR RWY 17        | 14      |                                | ILS OR LOC RWY 31 | 35      |
|   | VOR RWY 35        | 15      |                                | RNAV (GPS) RWY 13 | 36      |
|   |                   |         |                                | RNAV (GPS) RWY 25 | 37      |
|   |                   |         |                                | RNAV (GPS) RWY 31 | 38      |
|   |                   |         |                                | VOR/DME RWY 13    | 39      |
| <b>ALEXANDRIA, MN</b>                     |                   |         | AIRPORT DIAGRAM                |                   | 40      |
| <b>ALEXANDRIA RGNL/CHANDLER FLD(AXN)</b>  |                   |         |                                |                   |         |
| TAKEOFF MINIMUMS                          |                   | L       | <b>BENSON, MN</b>              |                   |         |
| ALTERNATE MINIMUMS                        |                   | M       | <b>BENSON MUNI(BBB)</b>        |                   |         |
| IAPS                                      | ILS OR LOC RWY 31 | 16      | TAKEOFF MINIMUMS               |                   | L       |
|   | RNAV (GPS) RWY 04 | 17      | ALTERNATE MINIMUMS             |                   | M       |
|   | RNAV (GPS) RWY 13 | 18      | IAPS                           | RNAV (GPS) RWY 14 | 41      |
|   | RNAV (GPS) RWY 22 | 19      |                                | RNAV (GPS) RWY 32 | 42      |
|   | RNAV (GPS) RWY 31 | 20      |                                |                   |         |
|   | VOR RWY 22        | 21      |                                |                   |         |
| <b>ANOKA COUNTY/BLAINE (JANES FLD)</b>    |                   |         | <b>BIGFORK, MN</b>             |                   |         |
| <b>---SEE MINNEAPOLIS, MN</b>             |                   |         | <b>BIGFORK MUNI(FOZ)</b>       |                   |         |
| <b>APPLETON, MN</b>                       |                   |         | TAKEOFF MINIMUMS               |                   | L       |
| <b>APPLETON MUNI(AQP)</b>                 |                   |         | ALTERNATE MINIMUMS             |                   | M       |
| TAKEOFF MINIMUMS                          |                   | L       | IAPS                           | RNAV (GPS) RWY 15 | 43      |
| ALTERNATE MINIMUMS                        |                   | M       |                                | RNAV (GPS) RWY 33 | 44      |
| IAPS                                      | RNAV (GPS) RWY 13 | 22      |                                | NDB RWY 15        | 45      |
|   |                   |         |                                |                   |         |
| <b>ASHLEY, ND</b>                         |                   |         |                                |                   |         |
| <b>ASHLEY MUNI(ASY)</b>                   |                   |         |                                |                   |         |
| TAKEOFF MINIMUMS                          |                   | L       |                                |                   |         |
| IAPS                                      | RNAV (GPS) RWY 15 | 23      |                                |                   |         |
|   | RNAV (GPS) RWY 33 | 24      |                                |                   |         |

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| NAME                             | PROC                  | SECT PG | NAME                                     | PROC              | SECT PG |
|----------------------------------|-----------------------|---------|--|-------------------|---------|
| <b>BISMARCK, ND</b>              |                       |         | <b>BUFFALO, MN</b>                       |                   |         |
| <b>BISMARCK MUNI(BIS)</b>        |                       |         | <b>BUFFALO MUNI(CFE)</b>                 |                   |         |
| TAKEOFF MINIMUMS                 |                       | L       | TAKEOFF MINIMUMS                         |                   | L       |
| ALTERNATE MINIMUMS               |                       | M       | ALTERNATE MINIMUMS                       |                   | M       |
| RADAR MINIMUMS                   |                       | N       | STARS                                    | AGUDE FIVE        | 21      |
| IAPS                             | ILS OR LOC RWY 13     | 46      | IAPS                                     | RNAV (GPS) RWY 36 | 71      |
|                                  | ILS OR LOC RWY 31     | 47      |  | VOR-A             | 72      |
|                                  | RNAV (GPS) RWY 03     | 48      |  |                   |         |
|                                  | RNAV (GPS) RWY 13     | 49      | <b>CALEDONIA, MN</b>                     |                   |         |
|                                  | RNAV (GPS) RWY 21     | 50      | <b>HOUSTON COUNTY(CHU)</b>               |                   |         |
|                                  | RNAV (GPS) RWY 31     | 51      | TAKEOFF MINIMUMS                         |                   | L       |
|                                  | VOR-A                 | 52      | IAPS                                     | RNAV (GPS)-B      | 73      |
| AIRPORT DIAGRAM                  |                       | 53      |  | VOR-A             | 74      |
| <b>BLACK HILLS-CLYDE ICE FLD</b> |                       |         | <b>CAMBRIDGE, MN</b>                     |                   |         |
| <b>---SEE SPEARFISH, SD</b>      |                       |         | <b>CAMBRIDGE MUNI(CBG)</b>               |                   |         |
| <b>BLUE EARTH, MN</b>            |                       |         | TAKEOFF MINIMUMS                         |                   | L       |
| <b>BLUE EARTH MUNI(SBU)</b>      |                       |         | ALTERNATE MINIMUMS                       |                   | M       |
| TAKEOFF MINIMUMS                 |                       | L       | IAPS                                     | RNAV (GPS) RWY 16 | 75      |
| IAPS                             | RNAV (GPS) RWY 34     | 54      |  | RNAV (GPS) RWY 34 | 76      |
| <b>BOTTINEAU, ND</b>             |                       |         | <b>CAMP RIPLEY, MN</b>                   |                   |         |
| <b>BOTTINEAU MUNI(D09)</b>       |                       |         | <b>---SEE RAY S MILLER AAF</b>           |                   |         |
| TAKEOFF MINIMUMS                 |                       | L       | <b>CANBY, MN</b>                         |                   |         |
| ALTERNATE MINIMUMS               |                       | M       | <b>MYERS FLD(CNB)</b>                    |                   |         |
| IAPS                             | RNAV (GPS) RWY 13     | 55      | TAKEOFF MINIMUMS                         |                   | L       |
|                                  | RNAV (GPS) RWY 31     | 56      | ALTERNATE MINIMUMS                       |                   | M       |
| <b>BOWMAN, ND</b>                |                       |         | IAPS                                     | RNAV (GPS) RWY 12 | 77      |
| <b>BOWMAN RGNL(BWW)</b>          |                       |         |  | RNAV (GPS) RWY 30 | 78      |
| TAKEOFF MINIMUMS                 |                       | L       | <b>CANDO, ND</b>                         |                   |         |
| ALTERNATE MINIMUMS               |                       | M       | <b>CANDO MUNI(9D7)</b>                   |                   |         |
| IAPS                             | RNAV (GPS) RWY 13     | 57      | TAKEOFF MINIMUMS                         |                   | L       |
|                                  | RNAV (GPS) RWY 31     | 58      | IAPS                                     | RNAV (GPS) RWY 16 | 79      |
| <b>BRAINERD, MN</b>              |                       |         |  | RNAV (GPS) RWY 34 | 80      |
| <b>BRAINERD LAKES RGNL(BRD)</b>  |                       |         | <b>CARRINGTON, ND</b>                    |                   |         |
| TAKEOFF MINIMUMS                 |                       | L       | <b>CARRINGTON MUNI(46D)</b>              |                   |         |
| ALTERNATE MINIMUMS               |                       | M       | TAKEOFF MINIMUMS                         |                   | L       |
| IAPS                             | ILS OR LOC RWY 23     | 59      | ALTERNATE MINIMUMS                       |                   | M       |
|                                  | ILS OR LOC/DME RWY 34 | 60      | IAPS                                     | RNAV (GPS) RWY 31 | 81      |
|                                  | RNAV (GPS) RWY 05     | 61      | <b>CASSELTON, ND</b>                     |                   |         |
|                                  | RNAV (GPS) RWY 23     | 62      | <b>CASSELTON ROBERT MILLER RGNL(5N8)</b> |                   |         |
|                                  | RNAV (GPS) RWY 34     | 63      | TAKEOFF MINIMUMS                         |                   | L       |
| AIRPORT DIAGRAM                  |                       | 64      | IAPS                                     | RNAV (GPS) RWY 13 | 82      |
| <b>BRITTON, SD</b>               |                       |         |  | RNAV (GPS) RWY 31 | 83      |
| <b>BRITTON MUNI(BTN)</b>         |                       |         |  | VOR/DME RWY 31    | 84      |
| TAKEOFF MINIMUMS                 |                       | L       | <b>CAVALIER, ND</b>                      |                   |         |
| ALTERNATE MINIMUMS               |                       | M       | <b>CAVALIER MUNI(2C8)</b>                |                   |         |
| IAPS                             | RNAV (GPS) RWY 13     | 65      | TAKEOFF MINIMUMS                         |                   | L       |
|                                  | RNAV (GPS) RWY 31     | 66      | ALTERNATE MINIMUMS                       |                   | M       |
| <b>BROOKINGS, SD</b>             |                       |         | IAPS                                     | RNAV (GPS) RWY 34 | 85      |
| <b>BROOKINGS RGNL(BKX)</b>       |                       |         | <b>CHAMBERLAIN, SD</b>                   |                   |         |
| TAKEOFF MINIMUMS                 |                       | L       | <b>CHAMBERLAIN MUNI(9V9)</b>             |                   |         |
| ALTERNATE MINIMUMS               |                       | M       | TAKEOFF MINIMUMS                         |                   | L       |
| IAPS                             | ILS OR LOC RWY 12     | 67      | IAPS                                     | RNAV (GPS) RWY 13 | 86      |
|                                  | RNAV (GPS) RWY 12     | 68      |  | RNAV (GPS) RWY 31 | 87      |
|                                  | RNAV (GPS) RWY 30     | 69      |  |                   |         |
| AIRPORT DIAGRAM                  |                       | 70      |  |                   |         |

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---SEE YANKTON, SD

CHEYENNE EAGLE BUTTE  
---SEE EAGLE BUTTE, SD

CLARK, SD  
CLARK COUNTY(8D7)  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 13 .....88  
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|                        |     |
|------------------------|-----|
| TAKEOFF MINIMUMS       | L   |
| IAPS RNAV (GPS) RWY 31 | 134 |

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#### EDGELEY MUNI(51D)

|                        |     |
|------------------------|-----|
| TAKEOFF MINIMUMS       | L   |
| IAPS RNAV (GPS) RWY 14 | 135 |
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#### ELBOW LAKE MUNI/PRIDE OF THE PRAIRIE(Y63)

|                        |     |
|------------------------|-----|
| TAKEOFF MINIMUMS       | L   |
| IAPS RNAV (GPS) RWY 14 | 137 |
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#### ELLEDALE MUNI(4E7)

|                        |     |
|------------------------|-----|
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| IAPS RNAV (GPS) RWY 31 | 139 |

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|                        |     |
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| ALTERNATE MINIMUMS     | M   |
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|------------------------|-----|
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| ALTERNATE MINIMUMS     | M   |
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| ALTERNATE MINIMUMS     | M   |
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#### FERGUS FALLS MUNI/EINAR MICKELSON FLD

##### (FFM)

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#### FOSSTON MUNI/ANDERSON FLD(FSE)

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|------------------------|-----|
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| ALTERNATE MINIMUMS     | M   |
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#### GARRISON MUNI(D05)

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| IAPS                                    | RNAV (GPS) RWY 34        | 220     |      |      |         |
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| <b>MERCER COUNTY RGNL(HZE)</b>          |                          |         |      |      |         |
| TAKEOFF MINIMUMS                        |                          | L       |      |      |         |
| ALTERNATE MINIMUMS                      |                          | M       |      |      |         |
| IAPS                                    | RNAV (GPS) RWY 15        | 222     |      |      |         |
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| TAKEOFF MINIMUMS                        |                          | L       |      |      |         |
| ALTERNATE MINIMUMS                      |                          | M       |      |      |         |
| IAPS                                    | RNAV (GPS) RWY 12        | 224     |      |      |         |
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| TAKEOFF MINIMUMS                        |                          | L       |      |      |         |
| ALTERNATE MINIMUMS                      |                          | M       |      |      |         |
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| TAKEOFF MINIMUMS                        |                          | L       |      |      |         |
| IAPS                                    | RNAV (GPS) RWY 13        | 233     |      |      |         |
|   | RNAV (GPS) RWY 31        | 234     |      |      |         |
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| TAKEOFF MINIMUMS                        |                          | L       |      |      |         |
| IAPS                                    | RNAV (GPS) RWY 16        | 235     |      |      |         |
|   | RNAV (GPS) RWY 34        | 236     |      |      |         |
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| IAPS                                    | RNAV (GPS) RWY 06        | 237     |      |      |         |
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| <b>HOT SPRINGS MUNI(HSR)</b>            |                          |         |      |      |         |
| TAKEOFF MINIMUMS                        |                          | L       |      |      |         |
| IAPS                                    | RNAV (GPS) RWY 01        | 238     |      |      |         |
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| ALTERNATE MINIMUMS                      |                          | M       |      |      |         |
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| ALTERNATE MINIMUMS                      |                          | M       |      |      |         |
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|   | RNAV (GPS) RWY 33        | 248     |      |      |         |
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| ALTERNATE MINIMUMS                      |                          | M       |      |      |         |
| IAPS                                    | ILS OR LOC RWY 13        | 249     |      |      |         |
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| ALTERNATE MINIMUMS                      |                          | M       |      |      |         |
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| TAKEOFF MINIMUMS                        |                          | L       |      |      |         |
| ALTERNATE MINIMUMS                      |                          | M       |      |      |         |
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| <b>MYERS FLD</b>                                    |                                |         | <b>OLIVIA, MN</b>                                   |                         |         |
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|   |                                |         | TAKEOFF MINIMUMS .....                              | L                       |         |
|   |                                |         | ALTERNATE MINIMUMS .....                            | M                       |         |
|   |                                |         | IAPS .....  | RNAV (GPS) RWY 29 ..... | 452     |
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| <b>ONIDA MUNI(98D)</b>                    |                   |         | <b>PHILIP(PHP)</b>          |                         |         |
| TAKEOFF MINIMUMS                          |                   | L       | TAKEOFF MINIMUMS            |                         | L       |
| IAPS                                      | RNAV (GPS) RWY 13 | 454     | ALTERNATE MINIMUMS          |                         | M       |
|   | RNAV (GPS) RWY 31 | 455     | IAPS                        | RNAV (GPS) RWY 12       | 472     |
|   |                   |         |                             | RNAV (GPS) RWY 30       | 473     |
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| <b>ORR RGNL(ORB)</b>                      |                   |         | <b>PIERRE RGNL(PIR)</b>     |                         |         |
| TAKEOFF MINIMUMS                          |                   | L       | TAKEOFF MINIMUMS            |                         | L       |
| ALTERNATE MINIMUMS                        |                   | M       | ALTERNATE MINIMUMS          |                         | M       |
| IAPS                                      | RNAV (GPS) RWY 13 | 456     | IAPS                        | ILS OR LOC RWY 31       | 475     |
|   |                   |         |                             | RNAV (GPS) RWY 07       | 476     |
| <b>ORTONVILLE, MN</b>                     |                   |         |                             | RNAV (GPS) RWY 13       | 477     |
| <b>ORTONVILLE MUNI/MARTINSON FLD(VVV)</b> |                   |         |                             | RNAV (GPS) RWY 25       | 478     |
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| IAPS                                      | RNAV (GPS) RWY 34 | 457     |                             | VOR OR TACAN RWY 25     | 481     |
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| <b>OWATONNA, MN</b>                       |                   |         | <b>PINE RIDGE, SD</b>       |                         |         |
| <b>OWATONNA DEGNER RGNL(OWA)</b>          |                   |         | <b>PINE RIDGE(IEN)</b>      |                         |         |
| TAKEOFF MINIMUMS                          |                   | L       | TAKEOFF MINIMUMS            |                         | L       |
| ALTERNATE MINIMUMS                        |                   | M       | ALTERNATE MINIMUMS          |                         | M       |
| IAPS                                      | ILS OR LOC RWY 30 | 458     | IAPS                        | RNAV (GPS) RWY 12       | 483     |
|   | RNAV (GPS) RWY 12 | 459     |                             | RNAV (GPS) RWY 30       | 484     |
|   | RNAV (GPS) RWY 30 | 460     |                             |                         |         |
|   | VOR RWY 12        | 461     | <b>PINE RIVER, MN</b>       |                         |         |
| <b>PARK RAPIDS, MN</b>                    |                   |         | <b>PINE RIVER RGNL(PWC)</b> |                         |         |
| <b>PARK RAPIDS MUNI/KONSHOK FLD(PKD)</b>  |                   |         | TAKEOFF MINIMUMS            |                         |         |
| TAKEOFF MINIMUMS                          |                   | L       | IAPS                        | RNAV (GPS) RWY 34       | 485     |
| ALTERNATE MINIMUMS                        |                   | M       |                             |                         |         |
| IAPS                                      | ILS OR LOC RWY 31 | 462     | <b>PIPESTONE, MN</b>        |                         |         |
|   | RNAV (GPS) RWY 13 | 463     | <b>PIPESTONE MUNI(PQN)</b>  |                         |         |
|   | RNAV (GPS) RWY 31 | 464     | TAKEOFF MINIMUMS            |                         |         |
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| <b>PARKSTON MUNI(8V3)</b>                 |                   |         | IAPS                        | RNAV (GPS) RWY 18       | 486     |
| TAKEOFF MINIMUMS                          |                   | L       |                             | RNAV (GPS) RWY 36       | 487     |
| IAPS                                      | RNAV (GPS) RWY 15 | 465     | <b>PRESTON, MN</b>          |                         |         |
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| <b>PAYNESVILLE MUNI(PEX)</b>              |                   |         | ALTERNATE MINIMUMS          |                         |         |
| TAKEOFF MINIMUMS                          |                   | L       | IAPS                        | RNAV (GPS) RWY 11       | 488     |
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| TAKEOFF MINIMUMS                          |                   | L       | IAPS                        | RNAV (GPS) RWY 16       | 490     |
| IAPS                                      | RNAV (GPS) RWY 33 | 469     |                             | RNAV (GPS) RWY 34       | 491     |
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| <b>PERHAM MUNI(16D)</b>                   |                   |         | <b>---SEE LUVERNE, MN</b>   |                         |         |
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| <b>STANLEY MUNI(08D)</b>           |                        |         | <b>RICHARD B HELGESON(TWM)</b>  |                        |         |
| TAKEOFF MINIMUMS                   | .....L                 |         | TAKEOFF MINIMUMS                | .....L                 |         |
| ALTERNATE MINIMUMS                 | .....M                 |         | ALTERNATE MINIMUMS              | .....M                 |         |
| IAPS                               | .....RNAV (GPS) RWY 10 | 584     | IAPS                            | .....RNAV (GPS) RWY 06 | 605     |
|                                    | RNAV (GPS) RWY 28      | 585     |                                 | RNAV (GPS) RWY 24      | 606     |
| <b>STAPLES, MN</b>                 |                        |         | <b>VALLEY CITY, ND</b>          |                        |         |
| <b>STAPLES MUNI(SAZ)</b>           |                        |         | <b>BARNES COUNTY MUNI(BAC)</b>  |                        |         |
| TAKEOFF MINIMUMS                   | .....L                 |         | TAKEOFF MINIMUMS                | .....L                 |         |
| ALTERNATE MINIMUMS                 | .....M                 |         | ALTERNATE MINIMUMS              | .....M                 |         |
| IAPS                               | .....RNAV (GPS) RWY 14 | 586     | IAPS                            | .....RNAV (GPS) RWY 13 | 607     |
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| <b>STURGIS MUNI(49B)</b>           |                        |         | <b>HAROLD DAVIDSON FLD(VMR)</b> |                        |         |
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| ALTERNATE MINIMUMS                 | .....M                 |         | IAPS                            | .....RNAV (GPS) RWY 12 | 609     |
| IAPS                               | .....RNAV (GPS) RWY 11 | 588     |                                 | RNAV (GPS) RWY 30      | 610     |
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| <b>THIEF RIVER FALLS RGNL(TVF)</b> |                        |         | TAKEOFF MINIMUMS                | .....L                 |         |
| TAKEOFF MINIMUMS                   | .....L                 |         | ALTERNATE MINIMUMS              | .....M                 |         |
| ALTERNATE MINIMUMS                 | .....M                 |         | IAPS                            | .....RNAV (GPS) RWY 16 | 611     |
| IAPS                               | .....ILS OR LOC RWY 31 | 590     |                                 | RNAV (GPS) RWY 34      | 612     |
|                                    | RNAV (GPS) RWY 04      | 591     | <b>WAGNER, SD</b>               |                        |         |
|                                    | RNAV (GPS) RWY 13      | 592     | <b>WAGNER MUNI(AGZ)</b>         |                        |         |
|                                    | RNAV (GPS) RWY 22      | 593     | TAKEOFF MINIMUMS                | .....L                 |         |
|                                    | RNAV (GPS) RWY 31      | 594     | IAPS                            | .....RNAV (GPS) RWY 09 | 613     |
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| TAKEOFF MINIMUMS                   | .....L                 |         |                                 | RNAV (GPS) RWY 33      | 616     |
| ALTERNATE MINIMUMS                 | .....M                 |         | <b>WALHALLA, ND</b>             |                        |         |
| IAPS                               | .....RNAV (GPS) RWY 12 | 599     | <b>WALHALLA MUNI(96D)</b>       |                        |         |
|                                    | RNAV (GPS) RWY 30      | 600     | TAKEOFF MINIMUMS                | .....L                 |         |
| <b>TODD FLD</b>                    |                        |         | ALTERNATE MINIMUMS              | .....M                 |         |
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| <b>TOWER MUNI(12D)</b>             |                        |         | <b>WALKER MUNI(Y49)</b>         |                        |         |
| TAKEOFF MINIMUMS                   | .....L                 |         | TAKEOFF MINIMUMS                | .....L                 |         |
| IAPS                               | .....RNAV (GPS) RWY 08 | 601     | ALTERNATE MINIMUMS              | .....M                 |         |
|                                    | RNAV (GPS) RWY 26      | 602     | IAPS                            | .....RNAV (GPS) RWY 15 | 618     |
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| TAKEOFF MINIMUMS                   | .....L                 |         | <b>WARREN MUNI(D37)</b>         |                        |         |
| ALTERNATE MINIMUMS                 | .....M                 |         | TAKEOFF MINIMUMS                | .....L                 |         |
| IAPS                               | .....RNAV (GPS) RWY 11 | 603     | IAPS                            | .....RNAV (GPS) RWY 30 | 620     |
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#### WARROAD INTL MEML(RRT)

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|--------------------|-------------------|
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| ALTERNATE MINIMUMS | M                 |
| IAPS               | ILS OR LOC RWY 31 |
|                    | 621               |
|                    | RNAV (GPS) RWY 13 |
|                    | 622               |
|                    | RNAV (GPS) RWY 31 |
|                    | 623               |

### WASECA, MN

#### WASECA MUNI/MAYNARD RICHARD STENSRUD FLD(ACQ)

|                    |                   |
|--------------------|-------------------|
| TAKEOFF MINIMUMS   | L                 |
| ALTERNATE MINIMUMS | M                 |
| IAPS               | RNAV (GPS) RWY 15 |
|                    | 624               |
|                    | RNAV (GPS) RWY 33 |
|                    | 625               |

### WATERTOWN, SD

#### WATERTOWN RGNL(ATY)

|                    |                   |
|--------------------|-------------------|
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|                    |                   |
|--------------------|-------------------|
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| IAPS               | RNAV (GPS) RWY 12 |
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|                    | RNAV (GPS) RWY 30 |
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#### WESSINGTON SPRINGS(4X4)

|                  |                   |
|------------------|-------------------|
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|                  | RNAV (GPS) RWY 30 |
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|--------------------|-------------------|
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### WILDER

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### WILLISTON, ND

#### WILLISTON BASIN INTL(XWA)

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|--------------------|-------------------|
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|                    | 639               |
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|                    | 641               |
|                    | RNAV (GPS) RWY 32 |
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|                    | 645               |
| AIRPORT DIAGRAM    | 646               |
| DPS                | WILLISTON SIX     |
|                    | 647               |

### WILLMAR, MN

#### WILLMAR MUNI/JOHN L RICE FLD(BDH)

|                    |                   |
|--------------------|-------------------|
| TAKEOFF MINIMUMS   | L                 |
| ALTERNATE MINIMUMS | M                 |
| IAPS               | ILS OR LOC RWY 13 |
|                    | 648               |
|                    | RNAV (GPS) RWY 13 |
|                    | 649               |
|                    | RNAV (GPS) RWY 31 |
|                    | 650               |
|                    | VOR RWY 31        |
|                    | 651               |

### WINDOM, MN

#### WINDOM MUNI(MWM)

|                    |                   |
|--------------------|-------------------|
| TAKEOFF MINIMUMS   | L                 |
| ALTERNATE MINIMUMS | M                 |
| IAPS               | RNAV (GPS) RWY 17 |
|                    | 652               |
|                    | RNAV (GPS) RWY 35 |
|                    | 653               |

### WINNER, SD

#### WINNER RGNL(ICR)

|                    |                   |
|--------------------|-------------------|
| TAKEOFF MINIMUMS   | L                 |
| ALTERNATE MINIMUMS | M                 |
| IAPS               | RNAV (GPS) RWY 13 |
|                    | 654               |
|                    | RNAV (GPS) RWY 31 |
|                    | 655               |

### WINONA, MN

#### WINONA MUNI/MAX CONRAD FLD(ONA)

|                    |                       |
|--------------------|-----------------------|
| TAKEOFF MINIMUMS   | L                     |
| ALTERNATE MINIMUMS | M                     |
| IAPS               | ILS Y OR LOC Y RWY 30 |
|                    | 656                   |
|                    | ILS Z OR LOC Z RWY 30 |
|                    | 657                   |
|                    | RNAV (GPS) RWY 12     |
|                    | 658                   |
|                    | RNAV (GPS) RWY 30     |
|                    | 659                   |

### WORTHINGTON, MN

#### WORTHINGTON MUNI(OTG)

|                    |                   |
|--------------------|-------------------|
| TAKEOFF MINIMUMS   | L                 |
| ALTERNATE MINIMUMS | M                 |
| IAPS               | ILS OR LOC RWY 29 |
|                    | 660               |
|                    | RNAV (GPS) RWY 11 |
|                    | 661               |
|                    | RNAV (GPS) RWY 18 |
|                    | 662               |
|                    | RNAV (GPS) RWY 29 |
|                    | 663               |
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|                    | 664               |

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|------|------|---------|------|------|---------|
|------|------|---------|------|------|---------|

|                       |                   |  |  |  |      |
|-----------------------|-------------------|--|--|--|------|
| YANKTON, SD           |                   |  |  |  |      |
| CHAN GURNEY MUNI(YKN) |                   |  |  |  |      |
| TAKEOFF MINIMUMS      |                   |  |  |  | L    |
| ALTERNATE MINIMUMS    |                   |  |  |  | M    |
| IAPS                  | ILS OR LOC RWY 31 |  |  |  | .665 |
|                       | RNAV (GPS) RWY 13 |  |  |  | .666 |
|                       | RNAV (GPS) RWY 31 |  |  |  | .667 |

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

### Civil Airports and Selected Military Airports

**ALL USERS:** Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or RADAR vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow RADAR vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

**CIVIL USERS NOTE:** Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

**MILITARY USERS NOTE:** Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

### ABERDEEN, SD

#### ABERDEEN RGNL (ABR)

##### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02MAR17 (17061) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, lt 4' from DER, 1' right of centerline, 1' AGL/1302' MSL.

Sign 12' from DER, 256' left of centerline, 4' AGL/1302' MSL.

**Rwy 31**, runway end ident, beginning 39' from DER, 125' right of centerline, up to 5' AGL/1304' MSL.

Runway end ident 40' from DER, 126' left of centerline, 5' AGL/1303' MSL.

Tree 1278' from DER, 745' left of centerline, 1351' MSL.

Tree 1309' from DER, 716' left of centerline, 1352' MSL.

### ADA/TWIN VALLEY, MN

#### NORMAN COUNTY ADA/TWIN VALLEY (D00)

##### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JAN11 (11013) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 15**, 300-2 or std. w/min climb of 205' per NM to 1300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, tree 176' from DER 383' left of centerline, 50' AGL/999' MSL.

Tree 178' from DER 307' right of centerline, 50' AGL/999' MSL.

Tree 1,305' from DER 493' right of centerline, 50' AGL/1,004' MSL.

Tree 176' from DER 383' left of centerline, 50' AGL/999' MSL.

**Rwy 33**, tree 85' from DER 282' left of centerline. 50' AGL/989' MSL.

Multiple buildings beginning 2' from DER 468' right of centerline. up to 50' AGL/954' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## AITKIN, MN

AITKIN MUNI/STEVE KURTZ FLD (AIT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 20AUG15 (22055) (FAA)

TAKEOFF MINIMUMS:

**Rwys 8, 26**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, trees beginning 6' from DER, 86' left of centerline, up to 32' AGL/1238' MSL.

Trees and road beginning 239' from DER, 357' left of centerline, up to 59' AGL/1265' MSL.

Trees beginning 335' from DER, 114' right of centerline, up to 54' AGL/1260' MSL.

Trees beginning 1352' from DER, 189' left of centerline, up to 94' AGL/1300' MSL.

Trees beginning 1759' from DER, 5' right of centerline, up to 93' AGL/1299' MSL.

Trees beginning 3354' from DER, 16' left of centerline, up to 100' AGL/1332' MSL.

Trees beginning 3558' from DER, 48' right of centerline, up to 100' AGL/1333' MSL.

**Rwy 34**, trees beginning 121' from DER, 408' right of centerline, up to 29' AGL/1235' MSL.

Trees beginning 320' from DER, 406' right of centerline, up to 62' AGL/1268' MSL.

Trees beginning 2084' from DER, 108' right of centerline, up to 74' AGL/1280' MSL.

Trees beginning 1906' from DER, 179' left of centerline, up to 82' AGL/1288' MSL.

## ALBERT LEA, MN

ALBERT LEA MUNI (AEL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, sign 2074' from DER, 952' right of centerline, 47' AGL/1316' MSL.**Rwy 17**, tree 9' from DER, 349' right of centerline, 14' AGL/1263' MSL.

Trees beginning 711' from DER, 121' left of centerline, up to 71' AGL/1330' MSL.

**Rwy 23**, trees beginning 77' from DER, 259' left of centerline, up to 75' AGL/1324' MSL.

Trees beginning 127' from DER, 326' right of centerline, up to 36' AGL/1285' MSL.

**Rwy 35**, trees beginning 8' from DER, 397' right of centerline, up to 51' AGL/1290' MSL.

## ALEXANDRIA, MN

ALEXANDRIA RGNL/CHANDLER FLD (AXN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07SEP23 (24193) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, electrical system 11' from DER, 17' right of centerline, 2' AGL/1421' MSL.

Tree 671' from DER, 659' left of centerline, 1460' MSL.

Trees beginning 761' from DER, 377' left of centerline, up to 1468' MSL.

Trees, pole beginning 968' from DER, 401' left of centerline, up to 1474' MSL.

Trees beginning 1111' from DER, 376' left of centerline, up to 71' AGL/1489' MSL.

Trees beginning 1304' from DER, 661' right of centerline, up to 1464' MSL.

Tree 1841' from DER, 970' right of centerline, 1469' MSL.

Trees beginning 1901' from DER, 643' right of centerline, up to 1474' MSL.

Trees beginning 1934' from DER, 356' left of centerline, up to 88' AGL/1490' MSL.

Tanks beginning 5535' from DER, 1757' right of centerline, up to 151' AGL/1566' MSL.

**Rwy 13**, traverse ways beginning 57' from DER, 391' left of centerline, up to 1428' MSL.

Traverse ways beginning 136' from DER, 490' right of centerline, up to 1428' MSL.

Tree 165' from DER, 485' left of centerline, 1466' MSL.

Trees beginning 245' from DER, 404' right of centerline, up to 1480' MSL.

Tree 405' from DER, 488' left of centerline, 1468' MSL.

Trees, sign beginning 412' from DER, 537' left of centerline, up to 1474' MSL.

Tree 1808' from DER, 734' left of centerline, 1486' MSL.

Tree 2152' from DER, 927' right of centerline, 1490' MSL.

Tree 4964' from DER, 1794' right of centerline, 100' AGL/1554' MSL.

**Rwy 22**, sign 18' from DER, 248' left of centerline, 5' AGL/1428' MSL.

Trees, traverse ways beginning 710' from DER, 406' left of centerline, up to 1461' MSL.

Pole 948' from DER, 557' left of centerline, 34' AGL/1465' MSL.

Poles, buildings beginning 1035' from DER, 476' left of centerline, up to 34' AGL/1466' MSL.

Pole, buildings beginning 1194' from DER, 476' left of centerline, up to 36' AGL/1468' MSL.

Tree 1284' from DER, 825' right of centerline, 1460' MSL.

Tree 1421' from DER, 835' right of centerline, 1465' MSL.

Tree 1915' from DER, 840' left of centerline, 1494' MSL.

Trees beginning 2086' from DER, 612' left of centerline, up to 75' AGL/1499' MSL.

Tree 2115' from DER, 255' right of centerline, 92' AGL/1492' MSL.

**Rwy 31**, trees beginning 110' from DER, 318' right of centerline, up to 1426' MSL.

Tree 469' from DER, 510' right of centerline, 1429' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## APPLETON, MN

APPLETON MUNI (AQP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 19MAY22 (22139) (FAA)

TAKEOFF MINIMUMS:

**Rwys 4, 22**, NA-Environmental.

DEPARTURE PROCEDURE:

**Rwy 13**, climb on heading 130° to 2500 before turning right.**Rwy 31**, climb on heading 300° to 2000 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning 91' from DER, 464' left of centerline, up to 100' AGL/1134' MSL.

Trees beginning 576' from DER, 388' right of centerline, up to 100' AGL/1120' MSL.

## ASHLEY, ND

ASHLEY MUNI (ASY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 15**, terrain 134' from DER, 186' left of centerline, 2040' MSL.**Rwy 33**, vehicles on road 148' from DER, 493' left of centerline, 2026' MSL.

Tree 2681' from DER, 395' left of centerline, 2093' MSL.

## AUSTIN, MN

AUSTIN MUNI (AUM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (08045) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, Multiple trees beginning 809' from DER, 663' right of centerline, up to 61' AGL/1285' MSL.**Rwy 35**, Tree 1380' from DER, 484' right of centerline, 100' AGL/1314' MSL.

## BEACH, ND

BEACH (20U)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 21JUL16 (16203) (FAA)

DEPARTURE PROCEDURE:

**Rwy 12**, climb heading 125° to 4000 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, airfield lt 9' from DER, 27' right of centerline, 2749' MSL.

Vehicles on road beginning 39' from DER, 371' right of centerline, up to 2764' MSL.

Terrain 95' from DER, 416' left of centerline, 2751' MSL.

Vehicles on road beginning 444' from DER, 379' right of centerline, up to 2766' MSL.

Vehicle on road 1230' from DER, 182' left of centerline, 2780' MSL.

Vehicle on road 1237' from DER, 198' left of centerline, 2781' MSL.

Vehicle on road 1276' from DER, 226' left of centerline, 2782' MSL.

Vehicles on road beginning 1326' from DER, 273' left of centerline, up to 2785' MSL.

Vehicle on road 1474' from DER, 418' left of centerline, 2786' MSL.

Vehicles on road 1652' from DER, 586' left of centerline, 2790' MSL.

Vehicles on road, tree, and building beginning 1671' from DER, 664' left of centerline, up to 2808' MSL.

**Rwy 30**, airfield lt beginning 10' from DER, 9' right of centerline, up to 1' AGL/2757' MSL.

## BAUDETTE, MN

BAUDETTE INTL (BDE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

**Rwys 13W, 31W**, NA - Environmental.

DEPARTURE PROCEDURE:

**Rwy 12**, climb on heading 116° to 1700 before turning northbound.

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, tree, pole beginning 5' from DER, 30' left of centerline, up to 1085' MSL.

General utility 61' from DER, 353' right of centerline, 5' AGL/1086' MSL.

Tree, vehicles on road beginning 424' from DER, 60' right of centerline, up to 1116' MSL.

Trees beginning 503' from DER, 538' right of centerline, up to 1121' MSL.

Tree 594' from DER, 139' left of centerline, 1100' MSL.

Water tower, tank beginning 4131' from DER, 1229' right of centerline, up to 1204' MSL.

**Rwy 30**, lighting 9' from DER, 30' left of centerline, 3' AGL/1086' MSL.

NAVAID 9' from DER, 29' right of centerline, 2' AGL/1086' MSL.

Tree 15' from DER, 349' right of centerline, 1096' MSL.

Trees beginning 16' from DER, 498' right of centerline, up to 1098' MSL.

Tree 341' from DER, 516' right of centerline, 1102' MSL.

Tree 365' from DER, 550' right of centerline, 1106' MSL.

CONT



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## BAUDETTE, MN (CON'T)

### BAUDETTE INTL (BDE) (CON'T)

**Rwy 30 (CON'T)**, vehicles on road 724' from DER, 675' left of centerline, 1103' MSL.

Trees beginning 1348' from DER, 745' right of centerline, up to 1129' MSL.

Trees beginning 1757' from DER, 746' left of centerline, up to 1138' MSL.

Trees beginning 1919' from DER, 129' left of centerline, up to 1142' MSL.

Trees beginning 1955' from DER, 357' left of centerline, up to 1144' MSL.

Trees beginning 2198' from DER, 84' left of centerline, up to 1145' MSL.

Tree 3008' from DER, 26' left of centerline, 1170' MSL.

## BELLE FOURCHE, SD

### BELLE FOURCHE MUNI (EFC)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15JUN23 (23166) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 18, 36**, NA-Environmental.

**Rwy 14**, std. w/min. climb of 250' per NM to 9200 or 1900-3 for climb in visual conditions.

#### DEPARTURE PROCEDURE:

**Rwy 32**, climb on heading 321° to 3900 before proceeding southbound

#### VCOA:

**Rwy 14**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Belle Fourche

Muni airport at or above 4900 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, electrical system 9' from DER, 9' left of centerline, 9' AGL/3183' MSL.

Fences beginning 50' from DER, 487' left of centerline, up to 10' AGL/3188' MSL.

Fence 349' from DER, 434' left of centerline, 3' AGL/3190' MSL.

Fence 366' from DER, 423' left of centerline, 10' AGL/3196' MSL.

**Rwy 32**, electrical system 10' from DER, 10' left of centerline, 3' AGL/3172' MSL.

## BEMIDJI, MN

### BEMIDJI RGNL (BJI)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31JUL08 (08213) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, vegetation beginning 859' from DER, 544' right of centerline, up to 62' AGL/1442' MSL.

Vegetation beginning 1404' from DER, 683' left of centerline, up to 44' AGL/1424' MSL.

**Rwy 13**, vehicle on road, 541' from DER, 525' right of centerline, 15' AGL/1398' MSL.

**Rwy 25**, poles beginning 1337' from DER, 205' right of centerline up to 61' AGL/1445' MSL.

Trees beginning 1414' from DER, 254' left of centerline, up to 57' AGL/1441' MSL.

Tree 1406' from DER, 233' right of centerline, 53' AGL/1437' MSL.

## BENSON, MN

### BENSON MUNI (BBB)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07MAY09 (09127) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, numerous trees beginning 838' from DER, 246' right of centerline, up to 33' AGL/1087' MSL.

Numerous trees beginning 1232' from DER, 64' left of centerline, up to 69' AGL/1108' MSL.

Sign 206' from DER, 198' left of centerline, 19' AGL/1044' MSL.

Tower 4884' from DER, 274' right of centerline, 126' AGL/1161' MSL.

**Rwy 32**, Tree 2380' from DER, 646' left of centerline, 68' AGL/1107' MSL.

Multiple fences beginning 13' from DER, 361' left of centerline, up to 8' AGL/1043' MSL.

## BIGFORK, MN

### BIGFORK MUNI (FOZ)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAR18 (18088) (FAA)

#### DEPARTURE PROCEDURE:

**Rwy 15**, climb on heading 149° to 1800 before turning right.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, sign 20' from DER, 115' left of centerline, 3' AGL/1348' MSL.

Tree 29' from DER, 326' right of centerline, 1354' MSL.

Trees beginning 63' from DER, 168' right of centerline, up to 1370' MSL.

Traverse way 67' from DER, 432' left of centerline, 1363' MSL.

Trees beginning 154' from DER, 393' left of centerline, up to 1378' MSL.

Trees beginning 189' from DER, 348' right of centerline, up to 1371' MSL.

Trees beginning 261' from DER, 413' left of centerline, up to 1379' MSL.

Tree 274' from DER, 292' right of centerline, 1374' MSL.

Tree 392' from DER, 556' left of centerline, 1387' MSL.

Trees beginning 393' from DER, 344' right of centerline, up to 1375' MSL.

Trees beginning 493' from DER, 177' right of centerline, up to 1396' MSL.

CON'T

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## BIGFORK, MN (CON'T)

### BIGFORK MUNI (FOZ) (CON'T)

**Rwy 15 (CON'T)**, tree 513' from DER, 604' left of centerline, 1417' MSL.  
 Trees beginning 556' from DER, 185' left of centerline, up to 1420' MSL.  
 Trees beginning 580' from DER, 272' right of centerline, up to 1403' MSL.  
 Tree 957' from DER, 679' right of centerline, 1407' MSL.  
 Trees beginning 996' from DER, 123' right of centerline, up to 1414' MSL.  
 Trees beginning 2109' from DER, 539' right of centerline, up to 1423' MSL.  
 Trees beginning 2698' from DER, 448' right of centerline, up to 1434' MSL.  
 Trees beginning 2800' from DER, 93' right of centerline, up to 1442' MSL.  
 Trees beginning 3374' from DER, 519' right of centerline, up to 1444' MSL.  
**Rwy 33**, tree 56' from DER, 374' right of centerline, 1375' MSL.  
 Trees beginning 81' from DER, 257' left of centerline, up to 1378' MSL.  
 Trees beginning 82' from DER, 245' right of centerline, up to 1376' MSL.  
 Trees beginning 178' from DER, 287' left of centerline, up to 1413' MSL.  
 Trees beginning 503' from DER, 300' right of centerline, up to 1381' MSL.  
 Trees beginning 543' from DER, 390' left of centerline, up to 1414' MSL.  
 Trees beginning 720' from DER, 329' right of centerline, up to 1384' MSL.  
 Trees beginning 757' from DER, 1' left of centerline, up to 1424' MSL.  
 Trees beginning 1207' from DER, 73' right of centerline, up to 1396' MSL.  
 Tree 1231' from DER, 63' right of centerline, 1399' MSL.  
 Tree 1246' from DER, 142' right of centerline, 1401' MSL.  
 Trees beginning 1249' from DER, 42' right of centerline, up to 1403' MSL.  
 Tree 1354' from DER, 184' right of centerline, 1405' MSL.  
 Tree 1378' from DER, 167' right of centerline, 1406' MSL.  
 Trees beginning 1397' from DER, 149' right of centerline, up to 1410' MSL.  
 Trees beginning 1609' from DER, 254' right of centerline, up to 1418' MSL.  
 Trees beginning 1746' from DER, 1' right of centerline, up to 1426' MSL.  
 Trees beginning 2435' from DER, 8' right of centerline, up to 1429' MSL.  
 Trees beginning 2566' from DER, 7' right of centerline, up to 1430' MSL.  
 Tree 2777' from DER, 596' left of centerline, 1425' MSL.

## BISMARCK, ND

### BISMARCK MUNI (BIS)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 10MAR11 (11069) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 13**, climb heading 131° to 2400 before turning right.

**Rwy 21**, climb heading 212° to 3700 before turning left.

**Rwy 31**, climb heading 311° to 2200 before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees and pole beginning 864' from DER, 721' left of centerline, up to 56' AGL/1696' MSL.

**Rwy 31**, light pole 1424' from DER, 872' right of centerline, 43' AGL/1702' MSL.

## BLUE EARTH, MN

### BLUE EARTH MUNI (SBU)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAR16 (16091) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 3, 21**, NA-Environmental.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, poles beginning 1017' from DER, 586' left of centerline, up to 32' AGL/1142' MSL.

**Rwy 34**, trees beginning 3407' from DER, 523' right of centerline, up to 100' AGL/1200' MSL.

## BOTTINEAU, ND

### BOTTINEAU MUNI (D09)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03JUN10 (10154) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 3, 21**, NA.

##### DEPARTURE PROCEDURE:

**Rwy 13**, climb heading 127° to 2200 before turning left.

**Rwy 31**, climb heading 307° to 2600 before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 31**, street light 116' from DER, 474' left of centerline, 16' AGL/1700' MSL.



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## BOWMAN, ND

BOWMAN RGNL (BWW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAR16 (16091) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, terrain beginning 171' from DER, 334' right of centerline, 3013' MSL.

Terrain 4199' from DER, 1275' left of centerline, 3077' MSL.

**Rwy 31**, terrain beginning 18' from DER, 182' left of centerline, 2958' MSL.

Pole 2360' from DER, 395' right of centerline, 33' AGL/3005' MSL.

## BRAINERD, MN

BRAINERD LAKES RGNL (BRD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 15NOV12 (12320) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, multiple trees beginning 1830' from DER, 749' left of centerline, up to 74' AGL/1314' MSL.**Rwy 23**, multiple trees beginning 1485' from DER, 91' left of centerline, up to 50' AGL/1299' MSL.

Tree 2426' from DER, 184' right of centerline, 50' AGL/1297' MSL.

**Rwy 34**, trees beginning 1635' from DER, left and right of centerline, up to 86' AGL/1312' MSL.

## BRITTON, SD

BRITTON MUNI (BTN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10JAN13 (13010) (FAA)

TAKEOFF MINIMUMS:

**Rwys 1, 19**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees, poles and terrain beginning 382' from DER, 9' right of centerline, up to 81' AGL/1439' MSL.

Trees, poles, vehicles on road and terrain beginning 1286' from DER, 17' left of centerline, up to 75' AGL/1449' MSL.

**Rwy 31**, trees and vehicles on road beginning 578' from DER, 185' right of centerline, up to 66' AGL/ 1375' MSL.

Tree and vehicles on road beginning 234' from DER, 413' left of centerline, up to 61' AGL/1370' MSL.

## BROOKINGS, SD

BROOKINGS RGNL (BKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25JUN15 (15176) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, building 1297' from DER, 734' right of centerline, 38' AGL/1681' MSL.**Rwy 17**, trees beginning 1219' from DER, 562' left of centerline, up to 82' AGL/1733' MSL.

Trees beginning 2097' from DER, 252' left of centerline, up to 82' AGL/1728' MSL.

**Rwy 35**, trees beginning 481' from DER, 407' right of centerline, up to 45' AGL/1641' MSL.

Railroad beginning 514' from DER, crossing centerline from right to left, 23' AGL/1626' MSL.

Trees 701' from DER, 216' left of centerline, 35' AGL/1631' MSL.

## BUFFALO, MN

BUFFALO MUNI (CFE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20FEB25 (25051) (FAA)

TAKEOFF MINIMUMS:

**Rwy 18**, 300-1½ or std w/min climb of 225'/NM to 1200 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to DER.**Rwy 36**, 300-2 w/min climb of 209'/NM to 1300 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, utility building 46' from DER, 83' right of centerline, 8' AGL/956' MSL.

Tree 115' from DER, 530' left of centerline, 989' MSL.

Vehicles on road 140' from DER, 342' right of centerline, 17' AGL/976' MSL.

Tree 155' from DER, 316' left of centerline, 46' AGL/996' MSL.

Vehicles on road 196' from DER, 473' right of centerline, 17' AGL/979' MSL.

Building, vehicles on road, beginning 206' from DER, 455' right of centerline, up to 28' AGL/991' MSL.

Tree 755' from DER, 434' left of centerline, 997' MSL.

Trees, vehicles on road, pole, transmission line beginning 770' from DER, 138' right of centerline, up to 1007' MSL.

Trees, building, pole, transmission line beginning 920' from DER, 12' left of centerline, up to 1016' MSL.

Tree 2066' from DER, 72' left of centerline, 1024' MSL.

Trees beginning 2168' from DER, 331' left of centerline, up to 1026' MSL.

Tree 2232' from DER, 682' right of centerline, 1030' MSL.

Trees beginning 2257' from DER, 203' right of centerline, up to 1034' MSL.

Trees beginning 2340' from DER, 220' left of centerline, up to 1032' MSL.

Tree 3237' from DER, 390' left of centerline, 1040' MSL.

Trees beginning 3243' from DER, 57' left of centerline, up to 1047' MSL.

Tree 3274' from DER, 916' right of centerline, 1048' MSL.

CON'T

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## BUFFALO, MN (CON'T)

### BUFFALO MUNI (CFE) (CON'T)

**Rwy 18 (CON'T)**, trees beginning 3327' from DER, 113' right of centerline, up to 1064' MSL.

Trees beginning 3359' from DER, 223' right of centerline, up to 1071' MSL.

Tree 3510' from DER, 107' left of centerline, 1049' MSL.

Trees 4376' from DER, 1649' right of centerline, 100' AGL/1088' MSL.

Trees 5848' from DER, 2025' left of centerline, 100' AGL/1108' MSL.

Trees beginning 1 NM from DER, 2033' left of centerline, 100' AGL/1121' MSL.

**Rwy 36**, sign 15' from DER, 201' left of centerline, 8' AGL/969' MSL.

Tree, utility building beginning 43' from DER, 82' right of centerline, up to 973' MSL.

Tree 51' from DER, 343' left of centerline, 974' MSL.

Trees, building beginning 86' from DER, 326' left of centerline, up to 15' AGL/979' MSL.

Buildings, tree beginning 281' from DER, 334' left of centerline, up to 23' AGL/984' MSL.

Trees, building beginning 393' from DER, 350' right of centerline, up to 66' AGL/1029' MSL.

Building 521' from DER, 586' left of centerline, 22' AGL/986' MSL.

Pole, building beginning 1524' from DER, 240' right of centerline, up to 50' AGL/1032' MSL.

Trees, building beginning 1646' from DER, 776' left of centerline, up to 72' AGL/1056' MSL.

Trees beginning 1655' from DER, 316' right of centerline, up to 47' AGL/1036' MSL.

Pole 1765' from DER, 263' right of centerline, 57' AGL/1045' MSL.

Pole, trees beginning 1888' from DER, 539' right of centerline, up to 62' AGL/1048' MSL.

Trees beginning 2864' from DER, 84' right of centerline, up to 1055' MSL.

Trees beginning 3291' from DER, 214' right of centerline, up to 1063' MSL.

Trees beginning 3513' from DER, 407' right of centerline, up to 1074' MSL.

Tree 3524' from DER, 117' left of centerline, 1060' MSL.

Trees beginning 3529' from DER, 53' left of centerline, up to 1074' MSL.

Trees beginning 3617' from DER, 54' right of centerline, up to 1081' MSL.

Trees beginning 3750' from DER, 60' right of centerline, up to 1085' MSL.

Trees beginning 3849' from DER, 81' left of centerline, up to 94' AGL/1078' MSL.

Trees beginning 4633' from DER, 1183' right of centerline, up to 100' AGL/1087' MSL.

## CALEDONIA, MN

### HOUSTON COUNTY (CHU)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07OCT21 (21280) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 31**, 300-1% or std. w/min. climb of 250' per NM to 1500.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, tractor, 310' from DER, crossing extended runway centerline, 15' AGL/1190' MSL.

Poles beginning 676' from DER, 209' right of centerline, up to 80' AGL/1240' MSL.

Poles beginning 1072' from DER, 6' left of centerline, up to 80' AGL/1240' MSL.

**Rwy 31**, bldg 70' from DER, 290' left of centerline, 55' AGL/1230' MSL.

Trees, poles beginning 258' from DER, 220' left of centerline, up to 100' AGL/1279' MSL.

Tractor 414' from DER, crossing extended runway centerline, 15' AGL/1190' MSL.

Poles beginning 474' from DER, 252' right of centerline, up to 80' AGL/1235' MSL.

Trees beginning 1846' from DER, 500' right of centerline, up to 100' AGL/1279' MSL.

Tree 5785' from DER, 1638' left of centerline, 100' AGL/1340' MSL.

Tree 1 NM from DER, 2102' left of centerline, 100' AGL/1379' MSL.

## CAMBRIDGE, MN

### CAMBRIDGE MUNI (CBG)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05APR12 (12096) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, NAVAID 38' from DER, 78' left of centerline, 2' AGL/941' MSL.

Poles beginning 1203' from DER, 140' left of centerline, up to 66' AGL/1007' MSL.

NAVAID 40' from DER 81' right of centerline, 2' AGL/941' MSL.

Trees beginning 198' from DER, 8' left and right of centerline, up to 100' AGL/1011' MSL.

Fence post 176' from DER, 403' right of centerline, 8' AGL/947' MSL.

Vehicles on road 191' from DER, 431' right of centerline, 15' AGL/954' MSL.

**Rwy 34**, terrain beginning 167' from DER, 374' left of centerline, up to 951' MSL.

Fence post 178' from DER, 481' left of centerline, 14' AGL/959' MSL.

Fence 615' from DER, 329' left of centerline, 13' AGL/958' MSL.

Vehicles on road 12' from DER, 492' left and right of centerline, 15' AGL/969' MSL.

Trees beginning 498' from DER, 12' left and right of centerline, up to 100' AGL/1 020' MSL.

Building 427' from DER, 538' right of centerline, 24' AGL/969' MSL.



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## CANBY, MN

MYERS FLD (CNB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29JUL10 (21280) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, numerous poles beginning 40' from DER, 421' left and right of centerline, up to 36' AGL/1216' MSL.

Lt support structure 134' from DER, 37' left and right of centerline, up to 22' AGL/1202' MSL.

Tree 3' from DER, 159' right of centerline, 7' AGL/1187' MSL.

**Rwy 30**, numerous trees beginning 726' from DER, 176' left of centerline, up to 70' AGL/1278' MSL.

Tree 1338' from DER, 716' right of centerline, 68' AGL/1268' MSL.

## CANDO, ND

CANDO MUNI (9D7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20AUG15 (15232) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, vehicles on road 443' from DER, 524' left of centerline, 15' AGL/1495' MSL.

Lt support structure 10' from DER, 10' right of centerline, 3' AGL/1484' MSL.

**Rwy 34**, poles beginning 382' from DER, 465' right of centerline, up to 32' AGL/1513' MSL.

Building 277' from DER, 574' right of centerline, 22' AGL/1503' MSL.

Vehicles on road beginning 596' from DER, 25' right of centerline, 15' AGL/1500' MSL.

Vehicles on road beginning 754' from DER, 16' left of centerline, 15' AGL/1504' MSL.

Lt support structure 10' from DER, 9' right of centerline, 3' AGL/1483' MSL.

Tank 344' from DER, 470' right of centerline, 9' AGL/1490' MSL.

## CARRINGTON, ND

CARRINGTON MUNI (46D)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27JUN13 (13178) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning 2097' from DER, 314' left of centerline, up to 100' AGL/1676' MSL.**Rwy 31**, terrain 60' from DER, 481' left of centerline, 1614' MSL.

Trees beginning 603' from DER, 341' left of centerline, up to 100' AGL/1709' MSL.

## CASSELTON, ND

CASSELTON ROBERT MILLER RGNL (5N8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20FEB25 (25051) (FAA)

TAKEOFF MINIMUMS:

**Rwy 31**, 400-2% or std w/min climb of 212'/NM to 1400.

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, light poles 9' from DER, 17' right of centerline, 2' AGL/929' MSL.

Vehicle on road 380' from DER, 347' left of centerline, 941' MSL.

**Rwy 31**, light poles 9' from DER, 17' right of centerline, 2' AGL/934' MSL.

Wind indicator 25' from DER, 125' left of centerline, 10' AGL/942' MSL.

Building 68' from DER, 455' left of centerline, 26' AGL/958' MSL.

Building 214' from DER, 455' left of centerline, 31' AGL/963' MSL.

Building, vehicles on road beginning 214' from DER, 88' left of centerline, up to 34' AGL/966' MSL.

Vehicles on road beginning 707' from DER, 15' right of centerline, up to 951' MSL.

Tree 1725' from DER, 687' left of centerline, 1009' MSL.

Trees beginning 2012' from DER, 625' left of centerline, up to 1017' MSL.

Tower 2.1 NM from DER, 2370' left of centerline, 324' AGL/1277' MSL.

## CAVALIER, ND

CAVALIER MUNI (2C8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20SEP12 (12264) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, trees beginning 83' from DER, 454' left of centerline, up to 77' AGL/963' MSL.

Trees beginning 751' from DER, 615' right of centerline, up to 77' AGL/963' MSL.

Power pole 1233' from DER, 544' right of centerline, 38' AGL/927' MSL.

Power poles beginning 1445' from DER, 330' left of centerline, up to 45' AGL/931' MSL.

Bean elevator 1603' from DER, 450' left of centerline, 83' AGL/1003' MSL.

Tank 1736' from DER, 434' left of centerline, 83' AGL/969' MSL.

**Rwy 34**, trees beginning 1053' from DER, 623' left of centerline, up to 65' AGL/959' MSL.

Trees beginning 2005' from DER, 393' right of centerline, up to 65' AGL/954' MSL.



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## CHAMBERLAIN, SD

CHAMBERLAIN MUNI (9V9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13DEC12 (12348) (FAA)

TAKEOFF MINIMUMS:

**Rwys 18,36**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees left and right of centerline beginning 100' from DER, up to 47' AGL/1725' MSL.

Pole 1116' from DER, 712' left of centerline, 32' AGL/1710' MSL.

**Rwy 31**, rising terrain 91' from DER, 290' right of centerline, 1702' MSL.

Vehicle on road 1072' from DER, from 553' to 781' right of centerline, 15' AGL/1728' MSL.

Trees left and right of centerline beginning 1359' from DER, up to 71' AGL/1767' MSL.

Pole 1201' from DER, 701' right of centerline, 45' AGL/1741' MSL.

## CLARK, SD

CLARK COUNTY (8D7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

**Rwys 3, 21**, NA-Environmental.**Rwy 31**, std. w/min climb of 207' per NM to 2500 or 1800-3 for VCOA or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.

DEPARTURE PROCEDURES:

**Rwy 13**, climb on heading 131° to 2900 before turning northeast.**Rwy 31**, climb on heading 311° to 2600 before proceeding on course.

VCOA:

**Rwy 31**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Clark County airport at or above 3400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, fence 4' from DER, 346' right of centerline, 1791' MSL.

Tree 63' from DER, 475' right of centerline, 1796' MSL.

Tree 83' from DER, 262' left of centerline, 1797' MSL.

Tree 130' from DER, 425' left of centerline, 1800' MSL.

Tree 277' from DER, 522' left of centerline, 1807' MSL.

Tree 2500' from DER, 1100' left of centerline, 1898' MSL.

Trees and pole beginning 2675' from DER, 320' left of centerline, up to 1908' MSL.

**Rwy 31**, tree 268' from DER, 560' left of centerline, 1817' MSL.

Vehicle on road beginning 416' from DER, 155' left of centerline, up to 1812' MSL.

Tree 1407' from DER, 676' right of centerline, 1842' MSL.

## CLOQUET, MN

CLOQUET/CARLTON COUNTY (COQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10SEP20 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7**, trees beginning abeam DER, 264' left of centerline, up to 100' AGL/1369' MSL.

Trees beginning 897' from DER, 358' right of centerline, up to 100' AGL/1349' MSL.

Vehicles on road beginning abeam, 431' right of centerline, 15' AGL/1274' MSL.

**Rwy 18**, electrical system 30' from DER, 109' left of centerline, 14' AGL/1273' MSL.

Trees beginning 68' from DER, 371' right of centerline, up to 1302' MSL.

Trees beginning 325' from DER, 511' right of centerline, up to 1340' MSL.

**Rwy 25**, trees beginning 152' from DER, 446' right of centerline, up to 1310' MSL.

Tree 541' from DER, 365' left of centerline, 1313' MSL.

Trees beginning 826' from DER, 479' right of centerline, up to 1323' MSL.

Trees beginning 1190' from DER, 505' right of centerline, up to 1362' MSL.

Trees beginning 1624' from DER, 461' left of centerline, up to 1359' MSL.

Trees beginning 1845' from DER, 741' left of centerline, up to 1365' MSL.

Tree 2003' from DER, 539' left of centerline, 1378' MSL.

Trees beginning 2127' from DER, 476' left of centerline, up to 1388' MSL.

**Rwy 36**, tree 40' from DER, 433' left of centerline, 1318' MSL.

Trees beginning 2267' from DER, 9' left of centerline, up to 1337' MSL.

Tree 2677' from DER, 10' right of centerline, 1346' MSL.

Tree 2765' from DER, 103' right of centerline, 1360' MSL.

Trees beginning 2767' from DER, 10' right of centerline, up to 1366' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## COOK, MN

### COOK MUNI (CQM)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 12JUN25 (25163) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, tree 3' from DER, 244' right of centerline, 1339' MSL.  
 Terrain 15' from DER, 430' left of centerline, 1319' MSL.  
 Tree 76' from DER, 478' right of centerline, 54' AGL/1363' MSL.  
 Trees beginning 80' from DER, 262' right of centerline, up to 56' AGL/1366' MSL.  
 Terrain 92' from DER, 514' left of centerline, 1320' MSL.  
 Terrain 117' from DER, 332' left of centerline, 1324' MSL.  
 Building 188' from DER, 539' left of centerline, 1330' MSL.  
 Building 393' from DER, 580' left of centerline, 1342' MSL.  
 Buildings beginning 515' from DER, 540' left of centerline, up to 1343' MSL.  
 Buildings beginning 708' from DER, 538' left of centerline, up to 1349' MSL.  
 Tree 781' from DER, 577' right of centerline, 1367' MSL.  
 Trees beginning 802' from DER, 7' right of centerline, up to 1389' MSL.  
 Trees beginning 1082' from DER, 390' left of centerline, up to 1366' MSL.  
 Trees beginning 1210' from DER, 7' left of centerline, up to 1393' MSL.  
 Trees beginning 1222' from DER, 7' right of centerline, up to 1392' MSL.  
 Trees beginning 2274' from DER, 331' right of centerline, up to 1393' MSL.  
 Trees beginning 2301' from DER, 67' right of centerline, up to 1403' MSL.  
 Trees beginning 2866' from DER, 97' right of centerline, up to 1404' MSL.  
**Rwy 31**, trees beginning 16' from DER, 367' right of centerline, up to 1338' MSL.  
 Trees, vehicles on roads beginning 121' from DER, 377' left of centerline, up to 1360' MSL.  
 Trees beginning 142' from DER, 521' right of centerline, up to 1339' MSL.  
 Tree 275' from DER, 325' right of centerline, 23' AGL/1345' MSL.  
 Trees beginning 348' from DER, 456' left of centerline, up to 1386' MSL.  
 Trees beginning 403' from DER, 231' right of centerline, up to 1351' MSL.  
 Trees, vehicles on road, pole beginning 426' from DER, 48' left of centerline, up to 79' AGL/1401' MSL.  
 Trees beginning 554' from DER, 98' right of centerline, up to 1371' MSL.  
 Trees beginning 1636' from DER, 851' right of centerline, up to 1374' MSL.

## COOPERSTOWN, ND

### COOPERSTOWN MUNI (S32)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18NOV10 (10322) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, power lines 4085' from DER, 1585' right to 1588' left of centerline, up to 80' AGL/1526' MSL.  
**Rwy 31**, building 12' from DER, 369' left of centerline, 14' AGL/1443' MSL.  
 Vehicles 312' from DER, 550' left of centerline, 15' AGL/1444' MSL.  
 Vehicles 353' from DER, 585' right of centerline, 15' AGL/1434' MSL.

## CROOKSTON, MN

### CROOKSTON MUNI/KIRKWOOD FLD (CKN)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25OCT07 (21336) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 6, 17, 24, 35**, NA-Turf runways.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, tree 1998' from DER, 587' left of centerline, 94' AGL/970' MSL.  
 Pole 1127' from DER, 662' left of centerline, 46' AGL/926' MSL.

## CROSBY, ND

### CROSBY MUNI (D50)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 3, 21**, NA-Environmental.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 12**, hangars and poles beginning 133' from DER, 263' right of centerline, up to 35' AGL/1983' MSL.  
 Vehicle on road 800' from DER, 200' right of centerline, 22' AGL/1967' MSL.  
**Rwy 30**, power line, 2100' from DER, on centerline, 60' AGL/2011' MSL.



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## DESMET, SD

WILDER (6E5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05SEP24 (24249) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, vehicles on road 388' from DER, 600' right of centerline, 1741' MSL.

Vehicles on road 439' from DER, 460' right of centerline, 1742' MSL.

Trees beginning 650' from DER, 361' left of centerline, up to 1778' MSL.

Rwy 34, trees beginning 1590' from DER, 311' right of centerline, up to 1802' MSL.

Tree 1595' from DER, 484' left of centerline, 1770' MSL.

## DETROIT LAKES, MN

DETROIT LAKES/WETHING FLD (DTL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25FEB21 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwys 18, 36, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 14, climb on heading 138° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14, lighting 5' from DER, 112' left of centerline, 3' AGL/1363' MSL.

Lighting 6' from DER, 113' right of centerline, 3' AGL/1364' MSL.

Tree 28' from DER, 377' right of centerline, 1366' MSL.

Tree, pole, beginning 50' from DER, 3' right of centerline, up to 62' AGL/1428' MSL.

Vehicle on road 195' from DER, 509' left of centerline, 1377' MSL.

Vehicle on road, beginning 397' from DER, 498' left of centerline, up to 1378' MSL.

Trees, beginning 964' from DER, 449' left of centerline, up to 1392' MSL.

Tree 1216' from DER, 175' left of centerline, 1399' MSL.

Trees, beginning 1440' from DER, 194' left of centerline, up to 1420' MSL.

Rwy 32, vehicle on road, lighting beginning 1' from DER, 112' left of centerline, up to 1415' MSL.

Lighting 5' from DER, 112' right of centerline, 3' AGL/1399' MSL.

Vehicle on road beginning 18' from DER, 215' right of centerline, up to 1407' MSL.

Building 378' from DER, 514' left of centerline, 27' AGL/1417' MSL.

Pole, building beginning 390' from DER, 317' left of centerline, up to 29' AGL/1420' MSL.

Tree 1166' from DER, 797' left of centerline, 53' AGL/1427' MSL.

## DEVILS LAKE, ND

DEVILS LAKE RGNL (DVL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 12DEC13 (13346) (FAA)

DEPARTURE PROCEDURE:

Rwy 3, Climb heading 038° to 1900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 1523' from DER, 136' right of centerline, 49' AGL/1489' MSL.

Tree 1531' from DER, 319' left of centerline, 50' AGL/1490' MSL.

Trees beginning 3105' from DER, 544' right of centerline, 71' AGL/1522' MSL.

Rwy 13, tree 1144' from DER, 716' right of centerline, 37' AGL/1482' MSL.

Pole 1601' from DER, 609' right of centerline, 39' AGL/1484' MSL.

Rwy 21, vehicle on road beginning 335' from DER, 404' right of centerline, up to 15' AGL/1477' MSL.

Antenna on pole 552' from DER, 595' left of centerline, 61' AGL/1506' MSL.

Trees beginning 613' from DER, 355' left of centerline, up to 47' AGL/1492' MSL.

Vehicles on road beginning 674' from DER, left and right of centerline, up to 15' AGL/1483' MSL.

Transmission tower 3566' from DER, 441' left of centerline, 123' AGL/1549' MSL.

## DICKINSON, ND

DICKINSON/THEODORE ROOSEVELT RGNL (DIK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03NOV22 (22307) (FAA)

DEPARTURE PROCEDURE:

Rwy 25, climb on heading 250° to 3500 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 7, lighting 9' from DER, 26' left of centerline, 3' AGL/2594' MSL.

Lighting 10' from DER, 28' right of centerline, 3' AGL/2594' MSL.

Lighting 128' from DER, 113' left of centerline, 4' AGL/2596' MSL.

Vehicle on road beginning 822' from DER, 55' right of centerline, up to 2620' MSL.

Vehicle on road beginning 875' from DER, 45' left of centerline, up to 2619' MSL.

CON'T



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## DICKINSON, ND (CON'T)

### DICKINSON/THEODORE ROOSEVELT RGNL (DIK) (CON'T)

**Rwy 14**, terrain beginning 5' from DER, 52' left of centerline, up to 2584' MSL.  
 Terrain 6' from DER, 53' right of centerline, 2584' MSL.  
 Terrain beginning 14' from DER, 191' left of centerline, up to 2585' MSL.  
 Lighting 73' from DER, 100' right of centerline, 4' AGL/2587' MSL.  
 Terrain beginning 86' from DER, 225' left of centerline, up to 2586' MSL.  
 Terrain 187' from DER, 306' left of centerline, 2587' MSL.  
 NAVAID 253' from DER, 117' right of centerline, 7' AGL/2589' MSL.  
**Rwy 25**, lighting 10' from DER, 94' right of centerline, 3' AGL/2572' MSL.  
 Lighting 40' from DER, 113' left of centerline, 4' AGL/2574' MSL.  
 Lighting 40' from DER, 113' right of centerline, 4' AGL/2574' MSL.  
 Fence 193' from DER, 349' left of centerline, 10' AGL/2581' MSL.  
 Terrain 642' from DER, 566' left of centerline, 2589' MSL.  
 Terrain 758' from DER, 670' left of centerline, 2595' MSL.  
 Fence 922' from DER, 349' left of centerline, 11' AGL/2603' MSL.

## DODGE CENTER, MN

### DODGE CENTER (TOB)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 22**, NA-Environmental.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, trees 3945' from DER, 1542' left of centerline, 100' AGL/1409' MSL.

## DULUTH, MN

### DULUTH INTL (DLH)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10OCT19 (19283) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, tree 5' from DER, 306' right of centerline, 12' AGL/1424' MSL.  
 Trees, terrain beginning 11' from DER, 300' right of centerline, up to 1442' MSL.  
 Tree 234' from DER, 542' right of centerline, 1464' MSL.  
 Tree 612' from DER, 26' left of centerline, 1432' MSL.  
 Trees beginning 655' from DER, 441' right of centerline, up to 1471' MSL.  
 Tree 1217' from DER, 789' left of centerline, 1449' MSL.  
 Trees beginning 1469' from DER, 596' left of centerline, up to 54' AGL/1468' MSL.  
 Trees beginning 1501' from DER, 519' right of centerline, up to 1478' MSL.  
 Tree 1600' from DER, 704' right of centerline, 1481' MSL.  
 Trees beginning 1673' from DER, 225' right of centerline, up to 1484' MSL.  
 Trees beginning 1892' from DER, 622' left of centerline, up to 59' AGL/1476' MSL.  
 Trees beginning 2112' from DER, 598' left of centerline, up to 60' AGL/1479' MSL.  
 Trees beginning 2171' from DER, 532' left of centerline, up to 64' AGL/1482' MSL.  
**Rwy 21**, sign 30' from DER, 399' right of centerline, 3' AGL/1416' MSL.  
 Vehicles on road 178' from DER, 412' right of centerline, 1426' MSL.  
 Vehicles on road 359' from DER, 423' right of centerline, 1429' MSL.  
 Tree 471' from DER, 563' left of centerline, 37' AGL/1440' MSL.  
 Tree, vehicles on road, poles, transmission line beginning 576' from DER, 423' right of centerline, up to 1457' MSL.  
 Trees beginning 1183' from DER, 778' left of centerline, up to 44' AGL/1460' MSL.  
 Tower 3751' from DER, 408' left of centerline, 92' AGL/1522' MSL.  
**Rwy 27**, lighting beginning 4' from DER, 80' left of centerline, up to 2' AGL/1428' MSL.  
 Lighting 4' from DER, 120' right of centerline, 2' AGL/1428' MSL.  
 Lighting beginning 4' from DER, 20' right of centerline, up to 2' AGL/1429' MSL.  
 Lighting beginning 4' from DER, 29' left of centerline, up to 2' AGL/1429' MSL.  
 Lighting 99' from DER, 6' left of centerline, 3' AGL/1431' MSL.  
 Vegetation 347' from DER, 484' left of centerline, 1437' MSL.  
 Trees beginning 1190' from DER, 791' left of centerline, up to 1470' MSL.  
 Tree 1606' from DER, 558' right of centerline, 33' AGL/1468' MSL.  
 Trees beginning 1829' from DER, 961' right of centerline, up to 60' AGL/1505' MSL.  
 Trees beginning 2137' from DER, 989' right of centerline, up to 1507' MSL.  
 Trees beginning 2257' from DER, 997' left of centerline, up to 36' AGL/1509' MSL.  
 Trees beginning 2390' from DER, 986' left of centerline, up to 1519' MSL.  
 Trees beginning 2425' from DER, 985' right of centerline, up to 1522' MSL.  
 Trees beginning 2561' from DER, 326' left of centerline, up to 1524' MSL.  
 Trees beginning 2573' from DER, 1065' right of centerline, up to 1528' MSL.  
 Trees beginning 2651' from DER, 389' right of centerline, up to 1531' MSL.  
 Trees beginning 2903' from DER, 981' right of centerline, up to 1534' MSL.  
 Trees beginning 2960' from DER, 306' right of centerline, up to 1541' MSL.  
 Trees beginning 3117' from DER, 531' left of centerline, up to 1533' MSL.  
 Trees beginning 3142' from DER, 412' left of centerline, up to 52' AGL/1539' MSL.



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## DULUTH, MN (CON'T)

### SKY HARBOR (DYT)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29DEC22 (22363) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 13W, 31W, 9W, 27W**, NA-Environmental.

**Rwy 32**, std. w/min. climb of 230' per NM to 1900.

##### DEPARTURE PROCEDURE:

**Rwy 14**, climb heading 144° to 1300 before proceeding on course.

**Rwy 32**, climb on a heading between 142° CW to 270° from DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, traverse way 3' from DER, 378' left of centerline, 610' MSL.

Traverse way 52' from DER, 433' left of centerline, 622' MSL.

Pole, tree, boat 63' from DER, 4' left of centerline, up to 481' left of centerline, up to 75' AGL/683' MSL.

Trees, traverse way beginning 239' from DER, 452' left of centerline, up to 75' AGL/684' MSL.

Trees, traverse way, pole beginning 304' from DER, 460' left of centerline, up to 685' MSL.

Trees, pole beginning 616' from DER, 454' left of centerline, up to 80' AGL/688' MSL.

Trees beginning 1717' from DER, 557' left of centerline, up to 79' AGL/690' MSL.

Trees beginning 1883' from DER, 570' left of centerline, up to 691' MSL.

Tree 1958' from DER, 728' left of centerline, 84' AGL/698' MSL.

Trees beginning 1988' from DER, 467' left of centerline, up to 83' AGL/699' MSL.

**Rwy 32**, pole, wind indicator beginning 87' from DER, 264' right of centerline, up to 17' AGL/625' MSL.

Building 140' from DER, 518' right of centerline, 28' AGL/633' MSL.

Tree 492' from DER, 593' right of centerline, 32' AGL/638' MSL.

Tree 531' from DER, 513' right of centerline, 36' AGL/640' MSL.

Boat 949' from DER, 330' left of centerline, 35' AGL/639' MSL.

Tree 3080' from DER, 533' right of centerline, 81' AGL/686' MSL.

## EAGLE BUTTE, SD

### CHEYENNE EAGLE BUTTE (84D)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27JAN22 (22027) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 31**, climb on heading 306° to 2900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, fence 14' from DER, 347' left of centerline, 13' AGL/2455' MSL.

Fence 200' from DER, 347' left of centerline, 15' AGL/2457' MSL.

Fence 283' from DER, 347' left of centerline, 16' AGL/2458' MSL.

**Rwy 31**, fence 21' from DER, 390' right of centerline, 5' AGL/2433' MSL.

Terrain 27' from DER, 284' left of centerline, 2435' MSL.

Vehicle on road 70' from DER, 283' right of centerline, 2441' MSL.

Fence beginning 122' from DER, 364' left of centerline, up to 9' AGL/2441' MSL.

Vehicle on road beginning 138' from DER, 380' right of centerline, up to 2444' MSL.

## EDGELEY, ND

### EDGELEY MUNI (51D)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13OCT16 (16287) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 9, 27**, NA-Turf strip.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, ground 5' from DER, 11' left of centerline, 1592' MSL.

Electric sys 11' from DER, 10' right of centerline, 2' AGL/1594' MSL.

Electric sys 11' from DER, 9' left of centerline, 2' AGL/1594' MSL.

**Rwy 32**, electric system 8' from DER, 10' left of centerline, 3' AGL/1603' MSL.

Fence 47' from DER, 250' left of centerline, 4' AGL/1604' MSL.

Pole 759' from DER, 672' right of centerline, 26' AGL/1626' MSL.

Tree 1276' from DER, 635' left of centerline, 47' AGL/1652' MSL.

Tree 1383' from DER, 823' left of centerline, 51' AGL/1652' MSL.

Tree 2075' from DER, 800' left of centerline, 58' AGL/1659' MSL.

Tree 2477' from DER, 854' left of centerline, 68' AGL/1669' MSL.

## ELBOW LAKE, MN

### ELBOW LAKE MUNI/PRIDE OF THE PRAIRIE (Y63)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 11AUG22 (22223) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 11W, 29W**, NA-Environmental.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, trees, sign, and terrain beginning 128' from DER, 73' right of centerline, up to 29' AGL/1229' MSL.

NAVAID and terrain beginning 28' from DER, 69' left of centerline, up to 10' AGL/1210' MSL.

**Rwy 32**, trees beginning 405' from DER, 190' left of centerline, up to 32' AGL/1232' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## ELLENDALE, ND

ELLENDALE MUNI (4E7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

**Rwys 17, 35**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, fence, pole, terrain beginning 10' from DER, 36' right of centerline, up to 6' AGL/1462' MSL.

Trees, terrain beginning 89' from DER, 206' right of centerline, up to 26' AGL/1481' MSL.

Tree 122' from DER, 179' left of centerline, 1461' MSL.

Tree 268' from DER, 442' right of centerline, 1482' MSL.

Tree 983' from DER, 740' left of centerline, 1481' MSL.

Trees beginning 994' from DER, 455' right of centerline, up to 1501' MSL.

Tree 1077' from DER, 658' left of centerline, 1487' MSL.

Trees beginning 1149' from DER, 509' left of centerline, up to 1500' MSL.

Trees, transmission line, pole, tower beginning 1367' from DER, 384' right of centerline, up to 1507' MSL.

Trees beginning 1468' from DER, 243' left of centerline, up to 1501' MSL.

Tree 1573' from DER, 456' left of centerline, 57' AGL/1502' MSL.

**Rwy 31**, tree 4' from DER, 405' left of centerline, 27' AGL/1481' MSL.

Pole 19' from DER, 35' right of centerline, 2' AGL/1458' MSL.

Trees beginning 87' from DER, 295' left of centerline, up to 32' AGL/1485' MSL.

Tree 1056' from DER, 692' right of centerline, 59' AGL/1512' MSL.

Trees beginning 1474' from DER, 76' right of centerline, up to 80' AGL/1530' MSL.

Trees beginning 1729' from DER, 39' right of centerline, up to 85' AGL/1536' MSL.

## ELLSWORTH AFB (KRCA)

RAPID CITY, SD

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13NOV14 (14317)

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, Terrain 3182' MSL, 1' from DER, 490' left of centerline.

Terrain 3182' MSL, inward of DER, 500' left of centerline.

Terrain 3182' MSL, 0' from DER, 500' left of centerline.

Tree 140' AGL/3289' MSL, 2405' from DER, 1044' left of centerline.

B1 tail 34' AGL/3208' MSL, 64' inward of DER, 582' right of centerline.

**Rwy 31**, Building 12' AGL/3311' MSL, 1804' from DER, 762' left of centerline.

## ELY, MN

ELY MUNI (ELO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 09FEB12 (12040) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, rising terrain and trees beginning 148' from DER, 18' right of centerline, up to 53' AGL/1539' MSL.

Trees beginning 181' from DER, 247' left of centerline, up to 81' AGL/1542' MSL.

**Rwy 30**, trees beginning 61' from DER, 242' left of centerline, up to 73' AGL/1520' MSL.

Trees beginning 665' from DER, 652' right of centerline, up to 100' AGL/1551' MSL.

Pole 670' from DER, 529' right of centerline, 49' AGL/1460' MSL.

## EVELETH, MN

EVELETH/VIRGINIA MUNI (EVM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 09NOV17 (22307) (FAA)

TAKEOFF MINIMUMS:

**Rwys 14, 32**, NA-Environmental.

DEPARTURE PROCEDURE:

**Rwy 27**, northwest departures (270-050) climb heading 274° to 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, trees beginning 1842' from DER, crossing centerline left to right, up to 88' AGL/1455' MSL.

Trees and vehicle on road beginning 13' from DER, 188' right of centerline, up to 88' AGL/433' MSL.

**Rwy 27**, trees and poles beginning 989' from DER, crossing centerline left to right, up to 110' AGL/1502' MSL.

Trees and vehicle on road beginning 66' from DER, 285' left of centerline, up to 37' AGL/1416' MSL.



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## FAIRMONT, MN

FAIRMONT MUNI (FRM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 07MAY09 (09127) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees beginning 2466' from DER, 1105' right of centerline, up to 100' AGL/1269' MSL.**Rwy 13**, tree 2340' from DER, 1039' left of centerline, 100' AGL/1269' MSL.**Rwy 20**, trees beginning 1640' from DER, 914' right of centerline, up to 100' AGL/1289' MSL.

Trees beginning 913' from DER, 449' left of centerline, up to 100' AGL/1299' MSL.

**Rwy 31**, trees beginning 954' from DER, 161' left of centerline, up to 100' AGL/1299' MSL.

Trees and road beginning 791' from DER, 339' right of centerline, up to 57' AGL/1226' MSL.

## FARGO, ND

HECTOR INTL (FAR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

**Rwys 13,31**, NA.

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, tree 1876' from DER 686' left of centerline, 53' AGL/952' MSL.

Tree 2620' from DER, 1100' right of centerline, 66' AGL/965' MSL.

Road and vehicle beginning 420' from DER, 601' right of centerline, up to 15' AGL/913' MSL.

Road and vehicle beginning 543' from DER, 619' left of centerline, up to 15' AGL/912' MSL.

Runway end lights beginning 41' from DER, left and right of centerline, up to 3' AGL/901' MSL.

Sign 39' from DER, 201' left of centerline, 2' AGL/900' MSL.

Multiple light poles beginning 1082' from DER, left and right of centerline, up to 27' AGL/927' MSL.

**Rwy 18**, road and vehicle 536' from DER, 19' right of centerline, 15' AGL/914' MSL.**Rwy 27**, road and vehicle beginning 451' from DER, 479' right of centerline, up to 15' AGL/910' MSL.

Tree 2912' from DER, 944' left of centerline, 72' AGL/971' MSL.

Runway end lights 42' from DER, 126' right of centerline, 2' AGL/898' MSL.

**Rwy 36**, light support structure 11' from DER, 55' right of centerline, 1' AGL/901' MSL.

## FARIBAULT, MN

FARIBAULT MUNI-LIZ WALL STROHFUS FLD (FBL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07DEC17 (21084) (FAA)

TAKEOFF MINIMUMS:

**Rwys 1, 19**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, road beginning 27' from DER, 496' right of centerline, 1063' MSL.

Tree, road beginning 123' from DER, 369' right of centerline, up to 1069' MSL.

Tree, road beginning 270' from DER, 308' right of centerline, up to 1092' MSL.

Road 323' from DER, 401' left of centerline, 1062' MSL.

Tree 331' from DER, 490' right of centerline, 1096' MSL.

Tree, road beginning 366' from DER, 286' right of centerline, up to 1105' MSL.

Pole, road, building, stack beginning 371' from DER, 334' left of centerline, up to 42' AGL/1085' MSL.

**Rwy 30**, tree, NAVAID beginning 17' from DER, 111' left of centerline, up to 1099' MSL.

Tree 39' from DER, 260' left of centerline, 1104' MSL.

Tree, 68' from DER, 498' left of centerline, 1121' MSL.

Trees beginning 125' from DER, 61' left of centerline, up to 1127' MSL.

Tree 249' from DER, 334' right of centerline, 1081' MSL.

Tree 338' from DER, 425' right of centerline, 1085' MSL.

Tree 377' from DER, 550' right of centerline 1111' MSL.

Trees beginning 511' from DER, 364' right of centerline, up to 1115' MSL.

Tree 2368' from DER, 649' right of centerline, 1129' MSL.

Tree 2836' from DER, 1178' right of centerline, 1136' MSL.

Trees beginning 2921' from DER, 1148' right of centerline, up to 1146' MSL.

## FERGUS FALLS, MN

FERGUS FALLS MUNI/EINAR MICKELSON FLD (FFM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27AUG09 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning 2612' from DER, 128' right of centerline, up to 100' AGL/1269' MSL.

Trees beginning 2514' from DER, 42' left of centerline, up to 100' AGL/1259' MSL.

**Rwy 17**, trees beginning 1100' from DER 663' right of centerline, up to 100' AGL/1269' MSL.

Road 222' from DER, 469' right of centerline, 15' AGL/1173' MSL.

**Rwy 35**, trees beginning 2156' from DER, 176' right of centerline, up to 100' AGL/1289' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## FERTILE, MN

### FERTILE MUNI (D14)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
ORIG 20APR23 (23110) (FAA)

TAKEOFF MINIMUMS:

**Rwy 14**, 400-2¼ or std. w/min. climb of 232' per NM to 1600.

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, trees beginning 91' from DER, 7' left of centerline, up to 100' AGL/1252' MSL.

Trees beginning 98' from DER, 4' right of centerline, up to 100' AGL/1255' MSL.

Trees, tree beginning 949' from DER, 137' left of centerline, up to 100' AGL/1255' MSL.

Trees beginning 1433' from DER, 100' left of centerline, up to 100' AGL/1259' MSL.

Trees beginning 1441' from DER, 41' right of centerline, up to 100' AGL/1259' MSL.

Elevator, trees beginning 2622' from DER, 78' right of centerline, up to 1277' MSL.

Trees beginning 2776' from DER, 64' left of centerline, up to 100' AGL/1262' MSL.

Trees beginning 3752' from DER, 51' left of centerline, up to 100' AGL/1265' MSL.

Trees beginning 3998' from DER, 15' left of centerline, up to 100' AGL/1268' MSL.

Tower 1.9 NM from DER, 6' right of centerline, 311' AGL/1475' MSL.

**Rwy 32**, trees 82' from DER, 227' left of centerline, 100' AGL/1236' MSL.

Trees beginning 86' from DER, 118' right of centerline, up to 100' AGL/1239' MSL.

Trees beginning 203' from DER, 35' left of centerline, up to 100' AGL/1239' MSL.

Trees beginning 332' from DER, 130' right of centerline, up to 100' AGL/1242' MSL.

Trees beginning 577' from DER, 1' right of centerline, up to 100' AGL/1246' MSL.

Trees beginning 1062' from DER, 11' left of centerline, up to 100' AGL/1242' MSL.

Trees beginning 1924' from DER, 179' right of centerline, up to 100' AGL/1249' MSL.

Trees beginning 2045' from DER, 13' right of centerline, up to 100' AGL/1255' MSL.

Trees beginning 2170' from DER, 25' right of centerline, up to 100' AGL/1259' MSL.

## FOSSTON, MN

### FOSSTON MUNI/ANDERSON FLD (FSE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 08NOV18 (22251) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, road 17' from DER, 114' left of centerline, 10' AGL/1289' MSL.

Road 27' from DER, 127' left of centerline, 10' AGL/1289' MSL.

**Rwy 34**, multiple trees and REIL beginning 39' from DER, 78' left of centerline, up to 56' AGL/1329' MSL.

Tree 192' from DER, 537' right of centerline, 13' AGL/1273' MSL.

## GARRISON, ND

### GARRISON MUNI (D05)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JAN11 (11013) (FAA)

TAKEOFF MINIMUMS:

**Rwys 3, 21**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees 849' from DER, 190' left of centerline, up to 100' AGL/1989' MSL.

Grain silos 1588' from DER, 895' left of centerline, 100' AGL/1989' MSL.

**Rwy 31**, vehicles on roadway beginning 424' from DER, left and right of centerline, up to 15' AGL/1974' MSL.

Trees 538' from DER, 425' left of centerline, up to 100' AGL/2059' MSL.

## GETTYSBURG, SD

### GETTYSBURG MUNI (0D8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

**Rwys 4, 22**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, light poles 9' from DER, 17' left of centerline, 2' AGL/2057' MSL.

Light poles 9' from DER, 17' right of centerline, 2' AGL/2057' MSL.

**Rwy 31**, light poles 10' from DER, 17' right of centerline, 2' AGL/2061' MSL.

Vehicles on road 86' from DER, 46' right of centerline, 2071' MSL.

Vehicles on road 244' from DER, 59' left of centerline, 2067' MSL.



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## GLENCOE, MN

GLENCOE MUNI (GYL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 16MAY24 (24137) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, light poles, electrical system, terrain beginning 9' from DER, 16' right of centerline, up to 2' AGL/993' MSL.

Light poles beginning 9' from DER, 16' left of centerline, up to 2' AGL/993' MSL.

Terrain beginning 65' from DER, 345' right of centerline, up to 995' MSL.

Tree 253' from DER, 256' right of centerline, 1001' MSL.

Trees beginning 348' from DER, 392' right of centerline, up to 1041' MSL.

**Rwy 31**, terrain 6' from DER, 212' right of centerline, 993' MSL.

Light poles beginning 10' from DER, 16' right of centerline, up to 2' AGL/994' MSL.

Light poles, electrical system, sign, terrain beginning 10' from DER, 17' left of centerline, up to 2' AGL/994' MSL.

Trees, light poles, terrain beginning 32' from DER, 76' right of centerline, up to 61' AGL/1053' MSL.

Trees, pole beginning 189' from DER, 400' right of centerline, up to 68' AGL/1057' MSL.

Building 294' from DER, 574' left of centerline, 16' AGL/1011' MSL.

Building, traverse way beginning 392' from DER, 399' left of centerline, up to 39' AGL/1032' MSL.

Poles, traverse way, building beginning 563' from DER, 460' left of centerline, up to 55' AGL/1052' MSL.

Trees beginning 757' from DER, 486' right of centerline, up to 1075' MSL.

Trees beginning 810' from DER, 461' right of centerline, up to 1077' MSL.

Trees beginning 842' from DER, 393' right of centerline, up to 1078' MSL.

Tree 1078' from DER, 675' right of centerline, 1080' MSL.

Tree 1097' from DER, 664' right of centerline, 1084' MSL.

Trees beginning 1177' from DER, 22' right of centerline, up to 1085' MSL.

Tree 2856' from DER, 37' left of centerline, 1067' MSL.

Tree 2877' from DER, 215' left of centerline, 1071' MSL.

Trees beginning 2883' from DER, 51' left of centerline, up to 1073' MSL.

Trees beginning 2949' from DER, 36' left of centerline, up to 1074' MSL.

## GLENWOOD, MN

GLENWOOD MUNI (GHW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 26AUG10 (10233) (FAA)

TAKEOFF MINIMUMS:

**Rwys 5, 23** N/A Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 15**, road beginning 278' from DER, 521' left of centerline, 15' AGL/1414' MSL.

Trees beginning 3257' from DER, 1239' right of centerline, up to 100' AGL/1489' MSL.

Terrain beginning 42' from DER, 448' left of centerline, 1378' MSL.

**Rwy 33**, trees beginning 1266' from DER, 174' left of centerline, up to 100' AGL/1499' MSL.

Power lines beginning 1259' from DER, 793' left of centerline, up to 50' AGL/1439' MSL.

## GLEN ULLIN, ND

GLEN ULLIN RGNL (D57)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

**Rwy 11**, 300-1¼ or std. w/ min. climb of 205' per NM to 2300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 11**, lighting 10' from DER, 9' right of centerline, 2' AGL/2093' MSL.

Lighting 10' from DER, 9' left of centerline, 2' AGL/2093' MSL.

Tree 577' from DER, 235' left of centerline, 2106' MSL.

Trees beginning 660' from DER, 403' right of centerline, up to 2128' MSL.

Trees beginning 793' from DER, 158' right of centerline, up to 2129' MSL.

Trees beginning 830' from DER, 352' left of centerline, up to 2127' MSL.

Trees beginning 903' from DER, 115' left of centerline, up to 2130' MSL.

Trees beginning 992' from DER, 240' right of centerline, up to 2133' MSL.

Tree 1054' from DER, 695' right of centerline, 2139' MSL.

Trees beginning 1148' from DER, 558' right of centerline, up to 2141' MSL.

Trees beginning 1174' from DER, 770' left of centerline, up to 2144' MSL.

Pole 6057' from DER, 1661' left of centerline, 29' AGL/2246' MSL.

**Rwy 29**, lighting 10' from DER, 11' left of centerline, 2' AGL/2092' MSL.

Lighting 10' from DER, 9' right of centerline, 2' AGL/2092' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## GRAFTON, ND

HUTSON FLD (GAF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29JUL10 (21168) (FAA)

TAKEOFF MINIMUMS:

**Rwys 8, 26**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, vehicle on roads beginning 23' from DER, 300' left of centerline, up to 15' AGL/837' MSL.  
Tree 2612' from DER, 857' left of centerline, 100' AGL/929' MSL.**Rwy 35**, building 107' from DER, 344' left of centerline, 17' AGL/836' MSL.

Electrical system 153' from DER, 398' left of centerline, 21' AGL/840' MSL.

Vehicle on roads beginning 260' from DER, 74' left of centerline, up to 15' AGL/841' MSL.

Obstruction light on airport beacon 471' from DER, 601' left of centerline, 54' AGL/873' MSL.

## GRAND FORKS, ND

GRAND FORKS INTL (GFK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31OCT24 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9L**, light poles, sign beginning 15' from DER, 31' left of centerline, up to 2' AGL/844' MSL.

Light pole 15' from DER, 28' right of centerline, 2' AGL/844' MSL.

Pole 207' from DER, 392' left of centerline, 10' AGL/849' MSL.

**Rwy 9R**, light poles, sign beginning 9' from DER, 20' left of centerline, up to 3' AGL/845' MSL.

Electrical system 9' from DER, 38' right of centerline, 2' AGL/845' MSL.

Fence 192' from DER, 525' right of centerline, 12' AGL/853' MSL.

Fence 310' from DER, 385' right of centerline, 12' AGL/854' MSL.

Poles beginning 838' from DER, 556' right of centerline, up to 29' AGL/871' MSL.

Pole 845' from DER, 724' left of centerline, 30' AGL/873' MSL.

Pole 990' from DER, 703' right of centerline, 30' AGL/872' MSL.

**Rwy 17L**, light pole 9' from DER, 49' right of centerline, 2' AGL/844' MSL.

Light pole 10' from DER, 37' left of centerline, 2' AGL/844' MSL.

Vertical point 23' from DER, 194' left of centerline, 4' AGL/844' MSL.

Sign 52' from DER, 436' right of centerline, 3' AGL/845' MSL.

**Rwy 17R**, electrical system, light poles beginning 4' from DER, 5' left of centerline, up to 3' AGL/847' MSL.

Light pole 9' from DER, 54' right of centerline, 3' AGL/846' MSL.

**Rwy 27L**, light pole 9' from DER, 464' right of centerline, 2' AGL/845' MSL.

Pole 1252' from DER, 238' left of centerline, 34' AGL/876' MSL.

Building 1528' from DER, 522' right of centerline, 44' AGL/886' MSL.

Poles beginning 1612' from DER, 491' right of centerline, up to 67' AGL/909' MSL.

Poles beginning 1820' from DER, 492' right of centerline, up to 67' AGL/910' MSL.

**Rwy 35L**, light pole 9' from DER, 55' left of centerline, 3' AGL/845' MSL.

Light poles beginning 9' from DER, 53' right of centerline, up to 3' AGL/845' MSL.

**Rwy 35R**, light pole 9' from DER, 27' left of centerline, 2' AGL/843' MSL.

Tree 170' from DER, 457' right of centerline, 852' MSL.

## GRAND MARAIS, MN

GRAND MARAIS/COOK COUNTY (CKC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02MAR17 (17061) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, runway lights beginning 9' from DER, 16' right of centerline, up to 2' AGL/1796' MSL.

Trees, REIL, runway lights, and terrain beginning 39' from DER, 77' right of centerline, up to 1818' MSL.

REIL 40' from DER, 76' left of centerline, 3' AGL/1797' MSL.

Trees beginning 147' from DER, 35' left of centerline, up to 1819' MSL.

Trees beginning 536' from DER, 249' right of centerline, up to 1820' MSL.

Trees beginning 739' from DER, 82' right of centerline, up to 1835' MSL.

**Rwy 28**, tree and terrain beginning 8' from DER, 202' left of centerline, up to 1838' MSL.

Tree and terrain beginning 43' from DER, 58' right of centerline, up to 1824' MSL.

Tree and terrain beginning 177' from DER, 41' right of centerline, up to 38' AGL/1837' MSL.

Trees beginning 359' from DER, 201' left of centerline, up to 1849' MSL.

Trees beginning 388' from DER, 223' right of centerline, up to 1847' MSL.

Trees beginning 552' from DER, 222' right of centerline, up to 1856' MSL.

Trees beginning 844' from DER, 236' right of centerline, up to 1865' MSL.

Trees and terrain beginning 1061' from DER, 320' right of centerline, up to 1867' MSL.

Trees beginning 1355' from DER, 536' right of centerline, up to 20' AGL/1880' MSL.

Trees beginning 1540' from DER, 123' right of centerline, up to 1896' MSL.

Trees beginning 1542' from DER, 5' left of centerline, up to 1867' MSL.

Trees beginning 2953' from DER, 92' right of centerline, up to 1900' MSL.

Trees beginning 3035' from DER, 32' left of centerline, up to 1890' MSL.

Trees beginning 4461' from DER, 344' right of centerline, up to 1924' MSL.



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## GRAND RAPIDS, MN

GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FLD (GPZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 20JUN19 (21112) (FAA)

TAKEOFF MINIMUMS:

**Rwys 5, 23**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, lighting beginning 4' from DER, on centerline, up to 1' AGL/1357' MSL.

Lighting 11' from DER, 30' left of centerline, 2' AGL/1357' MSL.

Tree 398' from DER, 582' left of centerline, 1368' MSL.

Trees beginning 1122' from DER, 569' right of centerline, up to 52' AGL/1409' MSL.

Tree 1654' from DER, 898' left of centerline, 1410' MSL.

Tree 2232' from DER, 1086' right of centerline, 1421' MSL.

Trees beginning 2267' from DER, 502' right of centerline, up to 1425' MSL.

Tree 2859' from DER, 1240' left of centerline, 1429' MSL.

Tree 3055' from DER, 1264' right of centerline, 1434' MSL.

Trees beginning 3187' from DER, 1130' right of centerline, up to 1443' MSL.

Tree 3221' from DER, 1175' left of centerline, 1441' MSL.

Trees beginning 3255' from DER, 1284' right of centerline, up to 1448' MSL.

Trees beginning 3329' from DER, 1337' left of centerline, up to 1447' MSL.

**Rwy 34**, lighting beginning 3' from DER, 59' left of centerline, up to 2' AGL/1299' MSL.

Lighting 9' from DER, 50' right of centerline, 2' AGL/1299' MSL.

Lighting, poles beginning 9' from DER, 29' left of centerline, up to 2' AGL/1300' MSL.

Tree 3267' from DER, 1353' left of centerline, 109' AGL/1405' MSL.

## GRANITE FALLS, MN

GRANITE FALLS MUNI/LENZEN-ROE-FAGEN-MEML FLD (GDB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 06MAY10 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 15**, trees beginning 1780' from DER, 94' left of centerline, up to 100' AGL/1149' MSL.

**Rwy 33**, trees beginning 1196' from DER, right and left of centerline, up to 100' AGL/1149' MSL.

Power line 1242' from DER, 762' left of centerline, 80' AGL/1129' MSL.

Train 1390' from DER, 149' left of centerline, 23' AGL/1162' MSL.

Vehicle on road 1389' from DER, 156' left of centerline, up to 15' AGL/1154' MSL.

## GREGORY, SD

GREGORY MUNI/FLYNN FLD (9D1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 01JUL10 (24305) (FAA)

TAKEOFF MINIMUMS:

**Rwy 31**, 400-2¼ or std w/min climb of 228' per NM to 2600.

TAKEOFF OBSTACLE NOTES:

**Rwy 31**, tower 11377' from DER, 816' right of centerline, 210' AGL/2491' MSL.

## GWINNER, ND

GWINNER/ROGER MELROE FLD (GWR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT1 18SEP14 (24305) (FAA)

TAKEOFF MINIMUMS:

**Rwys 6, 24**, NA-Environment.

DEPARTURE PROCEDURE:

**Rwy 34**, climbing right turn heading 010° to 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 34**, tree 84' from DER, 469' right of centerline, 43' AGL/1293' MSL.

Pole 523' from DER, 626' right of centerline, 47' AGL/1296' MSL.

## HALLOCK, MN

HALLOCK MUNI (HCO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05MAY11 (11125) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, tree 1076' from DER, 620' right of centerline, 100' AGL/919' MSL.

Trees beginning 81' from DER, from 472' left of centerline, up to 100' AGL/919' MSL.

**Rwy 31**, tree 1668' from DER, 560' right of centerline, 100' AGL/919' MSL.



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## HARVEY, ND

HARVEY MUNI (5H4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23SEP10 (10266) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 11**, vehicle on road beginning 50' from DER, 318' left of centerline, up to 15' AGL/1654' MSL.

Tree 300' from DER, 329' right of centerline, 20' AGL/1621' MSL.

Tree 350' from DER, 444' right of centerline, 20' AGL/1619' MSL.

**Rwy 29**, vehicle on road beginning 4' from DER, left and right of centerline, up to 15' AGL/1654' MSL.

Rising terrain beginning 7' from DER, 31' left of centerline, up to 1608' MSL.

## HAWLEY, MN

HAWLEY MUNI (04Y)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (07074) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 34**, road 15' from DER, 421' left of centerline, 15' AGL/1224' MSL.

## HAZEN, ND

MERCER COUNTY RGNL (HZE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20APR23 (23110) (FAA)

TAKEOFF MINIMUMS:

**Rwy 15**, 300-1% or std. w/min. climb of 296' per NM to 2100 or 1000-3 for climb in visual conditions.**Rwy 33**, std. w/min. climb of 215' per NM to 2700 or 1000-3 for climb in visual conditions.

VCOA:

**All runways**, obtain ATC approval for VCOA when requesting IFR clearance, climb in visual conditions to cross Mercer County Rgnl airport at or above 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 15**, fence 195' from DER, 301' left of centerline, 7' AGL/1826' MSL.

Fence, terrain beginning 341' from DER, 288' left of centerline, up to 2' AGL/1830' MSL.

Fence, terrain beginning 603' from DER, 299' left of centerline, up to 2' AGL/1837' MSL.

Fence, terrain beginning 749' from DER, 270' left of centerline, up to 6' AGL/1841' MSL.

Fence beginning 949' from DER, 108' left of centerline, up to 9' AGL/1843' MSL.

Tree 4183' from DER, 1609' right of centerline, 1969' MSL.

Tree 4465' from DER, 1668' left of centerline, 1979' MSL.

Tree 4549' from DER, 1712' right of centerline, 1979' MSL.

Tree 4954' from DER, 1787' right of centerline, 1989' MSL.

Tree 5267' from DER, 1866' right of centerline, 1999' MSL.

Tree 1.1 NM from DER, 2278' right of centerline, 2009' MSL.

Tree 1.3 NM from DER, 2569' right of centerline, 2019' MSL.

**Rwy 33**, fence 6' from DER, 298' left of centerline, 5' AGL/1790' MSL.

Trees beginning 1292' from DER, 520' right of centerline, up to 1833' MSL.

## HETTINGER, ND

HETTINGER/JB LINDQUIST RGNL (HEI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08NOV18 (21112) (FAA)

TAKEOFF MINIMUMS:

**Rwys 17, 35**, NA - Environmental.**Rwy 12**, 300-1% or std. w/min. climb of 301' per NM to 3000.

DEPARTURE PROCEDURE:

**Rwy 30**, climb heading 308° to 3200 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, fence 26' from DER, 435' right of centerline, 2703' MSL.

Tree 1655' from DER, 857' left of centerline, 2743' MSL.

Tree 1763' from DER, 733' left of centerline, 2754' MSL.

Tree 2443' from DER, 1095' left of centerline, 2764' MSL.

Tree 3135' from DER, 628' left of centerline, 2779' MSL.

Tree 3137' from DER, 1028' left of centerline, 2780' MSL.

Tree 3403' from DER, 1276' left of centerline, 2786' MSL.

Tree 3513' from DER, 1427' left of centerline, 2792' MSL.

Tree 3527' from DER, 1216' left of centerline, 2809' MSL.

Tree 3589' from DER, 1354' left of centerline, 2816' MSL.

Trees beginning 3613' from DER, 1137' left of centerline, up to 2826' MSL.

Tree 4520' from DER, 1293' left of centerline, 2838' MSL.

Trees beginning 4569' from DER, 1262' left of centerline, up to 60' AGL/2849' MSL.

Tree 5487' from DER, 1936' left of centerline, 60' AGL/2869' MSL.

Tower, trees beginning 5516' from DER, 1129' left of centerline, up to 100' AGL/2906' MSL.

Trees beginning 5926' from DER, 1917' left of centerline, up to 60' AGL/2859' MSL.

Fence 26' from DER, 401' left of centerline, 2706' MSL.

Terrain 93' from DER, 252' right of centerline, 2709' MSL.

CONT'



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## HETTINGER, ND (CON'T)

### HETTINGER/JB LINDQUIST RGNL (HEI) (CON'T)

**Rwy 12 (CON'T)**, fence 199' from DER, 349' right of centerline, 2713' MSL.

Terrain 290' from DER, 569' right of centerline, 2714' MSL.

Terrain 888' from DER, 703' right of centerline, 2732' MSL.

Fence 1134' from DER, 670' right of centerline, 2743' MSL.

## HIBBING, MN

### RANGE RGNL (HIB)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 05AUG04 (04218) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 22**, climb via heading 227° to 2200 before turning right.

**Rwy 31**, climb via heading 310° to 2200 before turning left.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, antenna on pole, 361' from DER, 409' right of centerline, 1377' MSL.

**Rwy 13**, obstacle light on pole, 1184' from DER, 636' left of centerline.

Numerous trees beginning 1291' from DER, 745' left of centerline up to 1419' MSL.

Trees 1497' from DER, 563' right of centerline, 1388' MSL.

**Rwy 22**, multiple trees beginning 368' from DER, 170' right of centerline, up to 1416' MSL.

Multiple trees beginning 413' from DER, 117' left of centerline, up to 1400' MSL.

**Rwy 31**, light standard, 865' from DER, 595' right of centerline, 1381' MSL.

## HIGHMORE, SD

### HIGHMORE MUNI (9D0)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15SEP16 (16259) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, tank 245' from DER, 564' left of centerline, 44' AGL/1890' MSL.

Tank 9' from DER, 492' left of centerline, 30' AGL/1877' MSL.

Building 169' from DER, 449' left of centerline, 23' AGL/1871' MSL.

Vehicles on road beginning 70' from DER, 397' left of centerline, 15' AGL/1865' MSL.

Ground beginning 7' from DER, 413' right of centerline, 0' AGL/1856' MSL.

NAVAID 10' from DER, 11' right of centerline, 3' AGL/1855' MSL.

**Rwy 31**, fence beginning 83' from DER, 453' left of centerline, up to 12' AGL/1852' MSL.

Fence beginning 129' from DER, 449' right of centerline, up to 12' AGL/1851' MSL.

Trees beginning 1079' from DER, 397' left of centerline, up to 50' AGL/1898' MSL.

Vertical structure 25' from DER, 450' right of centerline, up to 33' AGL/1845' MSL.

NAVAID 9' from DER, 8' right of centerline, 2' AGL/1843' MSL.

Vertical structure 201' from DER, 439' left of centerline, 32' AGL/1847' MSL.

## HILLSBORO, ND

### HILLSBORO MUNI (3H4)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08JAN15 (15008) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 16**, climb heading 166° to 1700 before turning right.

**Rwy 34**, climb heading 346° to 2000 before turning left.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, REILs 11' from DER, 52' right of centerline, 1' AGL/906' MSL.

Vehicles on road beginning 9' from DER, 463' right of centerline, up to 17' AGL/922' MSL.

Vehicles on road beginning 109' from DER, 326' right of centerline, up to 17' AGL/923' MSL.

Vehicles on road beginning 355' from DER, 326' right of centerline, 17' AGL/924' MSL.

Vehicles on roads beginning 632' from DER, 61' right of centerline, 17' AGL/925' MSL.

**Rwy 34**, post 4' from DER, 140' right of centerline, 5' AGL/908' MSL.

NAVAID 21' from DER, 126' left of centerline, 2' AGL/907' MSL.

Vehicles on road beginning 65' from DER, 411' right of centerline, up to 20' AGL/919' MSL.

## HINCKLEY, MN

### FIELD OF DREAMS (04W)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (08045) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, Tree 82' from DER, 480' right of centerline, 100' AGL/1114' MSL.

Tree 143' from DER, 161' left of centerline, 100' AGL/1114' MSL.

**Rwy 24**, Tree 48' from DER, 165' left of centerline, 100' AGL/1124' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## HOT SPRINGS, SD

HOT SPRINGS MUNI (HSR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUL12 (12208) (FAA)

TAKEOFF MINIMUMS:

**Rwys 6, 24**, NA-Environmental.**Rwy 1**, 400-2½ or std. w/min. climb of 235' per NM to 3700.**Rwy 19**, 400-2¼ or std. w/min. climb of 255' per NM to 3600.

DEPARTURE PROCEDURE:

**Rwy 1**, climb heading 026° to 4700 before turning westbound.**Rwy 19**, climb heading 192° to 4700 before turning westbound.

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, terrain 55' from DER, 468' right of centerline, 3144' MSL.

Vehicle on road beginning 312' from DER, left and right of centerline, up to 15' AGL/3154' MSL.

Trees beginning 528' from DER, left and right of centerline, up to 100' AGL/3239' MSL.

Trees 2.1 NM from DER, 3246' left of centerline, up to 100' AGL/3519' MSL.

**Rwy 19**, vehicle on road beginning 5' from DER, 369' left of centerline, up to 15' AGL/3161' MSL.

Vehicle on road beginning 407' from DER, left and right of centerline, up to 15' AGL/3166' MSL.

Poles beginning 607' from DER, left and right of centerline, up to 30' AGL/3181' MSL.

Multiple trees and poles beginning 1875' from DER, left and right of centerline, up to 100' AGL/3281' MSL.

Buildings 3031' from DER, 149' left of centerline, up to 20' AGL/3230' MSL.

Fence beginning 3033' from DER, 559' left of centerline, up to 6' AGL/3236' MSL.

Rising terrain beginning 3477' from DER, 545' left of centerline, up to 3241' MSL.

Trees beginning 1.6 NM from DER, 764' left of centerline, up to 100' AGL/3489' MSL.

Power lines beginning 1.4 NM from DER, 166' left of centerline, up to 120' AGL/3440' MSL.

## HURON, SD

HURON RGNL (HON)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 07OCT21 (21280) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, lighting 40' from DER, 114' left of centerline, 3' AGL/1286' MSL.

Lighting 40' from DER, 115' right of centerline, 3' AGL/1286' MSL.

Tree 290' from DER, 265' right of centerline, 1293' MSL.

Pole 917' from DER, 524' left of centerline, 24' AGL/1307' MSL.

Trees beginning 1450' from DER, 582' left of centerline, up to 1341' MSL.

Trees beginning 1608' from DER, 64' right of centerline, up to 1344' MSL.

Tree 2229' from DER, 171' right of centerline, 1345' MSL.

Trees beginning 2263' from DER, 169' right of centerline, up to 1350' MSL.

Tree 2317' from DER, 9' left of centerline, 1344' MSL.

**Rwy 18**, terrain 13' from DER, 302' left of centerline, 1286' MSL.

Trees, lighting beginning 15' from DER, 78' right of centerline, up to 1314' MSL.

Lighting 42' from DER, 76' left of centerline, 3' AGL/1287' MSL.

Vegetation 195' from DER, 345' left of centerline, 1292' MSL.

Tree 235' from DER, 307' left of centerline, 1303' MSL.

Tree 302' from DER, 471' right of centerline, 1333' MSL.

Trees beginning 421' from DER, 434' right of centerline, up to 1337' MSL.

Trees, terrain beginning 538' from DER, 459' right of centerline, up to 1349' MSL.

Trees beginning 1136' from DER, 235' left of centerline, up to 1319' MSL.

Tree 1228' from DER, 279' left of centerline, 1321' MSL.

Trees, pole beginning 1370' from DER, right of centerline, up to 1352' MSL.

Trees beginning 1411' from DER, 527' left of centerline, up to 1356' MSL.

Trees beginning 1737' from DER, 7' left of centerline, up to 1357' MSL.

Trees, pole beginning 1783' from DER, 183' left of centerline, up to 1363' MSL.

**Rwy 30**, lighting 4' from DER, 10' right of centerline, 2' AGL/1290' MSL.**Rwy 36**, trees beginning 59' from DER, 320' left of centerline, up to 1328' MSL.

Fence 192' from DER, 326' right of centerline, 11' AGL/1293' MSL.

Tree 203' from DER, 534' left of centerline, 1332' MSL.

Trees beginning 250' from DER, 14' right of centerline, up to 1331' MSL.

Trees beginning 270' from DER, 2' left of centerline, up to 1333' MSL.

Tree 1961' from DER, 105' right of centerline, 1333' MSL.

Tree 2116' from DER, 4' left of centerline, 1340' MSL.

Tree 2142' from DER, 8' right of centerline, 1343' MSL.

Tree 2160' from DER, 58' left of centerline, 1343' MSL.

## HUTCHINSON, MN

HUTCHINSON MUNI/BUTLER FLD (HCD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUN11 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 15**, tree 3342' from DER, 425' right of centerline, 89' AGL/1148' MSL.

Trees beginning 545' from DER, 394' left of centerline, up to 64' AGL/1113' MSL.

**Rwy 33**, tree 994' from DER, 561' right of centerline, 40' AGL/1 099' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## INTERNATIONAL FALLS, MN

### FALLS INTL/EINARSON FLD (INL)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 07OCT21 (21336) (FAA)

##### TAKEOFF OBSTACLE NOTES:

- Rwy 4**, tree 251' from DER, 542' left of centerline, 48' AGL/1225' MSL.  
Trees beginning 343' from DER, 296' left of centerline, up to 72' AGL/1249' MSL.  
**Rwy 13**, vehicle on road 1004' from DER, 766' left of centerline, 1195' MSL.  
Pole 1091' from DER, 702' right of centerline, 33' AGL/1207' MSL.  
Trees beginning 1998' from DER, 774' left of centerline, up to 1233' MSL.  
Trees beginning 2176' from DER, 531' left of centerline, up to 60' AGL/1236' MSL.  
**Rwy 22**, tree 433' from DER, 273' left of centerline, 1199' MSL.  
Tree 786' from DER, 389' left of centerline, 121' MSL.  
Tree 1144' from DER, 133' right of centerline, 1208' MSL.  
**Rwy 31**, tree 969' from DER, 751' left of centerline, 1236' MSL.

## JACKSON, MN

### JACKSON MUNI (MJQ)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25JAN24 (24025) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 4, 22**, NA-Environmental.

##### DEPARTURE PROCEDURE:

**Rwy 14**, climb on heading 134° to 1900 before turning right.

##### TAKEOFF OBSTACLE NOTES:

- Rwy 14**, terrain 7' from DER, 55' left of centerline, 1447' MSL.  
Light poles 8' from DER, 321' right of centerline, 3' AGL/1447' MSL.  
Light poles 8' from DER, 165' right of centerline, 4' AGL/1448' MSL.  
Traverse ways beginning 498' from DER, 394' right of centerline, up to 1462' MSL.  
Transmission line 1881' from DER, 1001' left of centerline, 49' AGL/1498' MSL.  
Transmission line 2100' from DER, 813' left of centerline, 58' AGL/1507' MSL.  
Transmission line 2654' from DER, 394' left of centerline, 68' AGL/1517' MSL.  
**Rwy 32**, terrain 8' from DER, 192' right of centerline, 1433' MSL.  
Traverse ways beginning 413' from DER, 440' left of centerline, up to 1447' MSL.  
Tree 841' from DER, 566' right of centerline, 44' AGL/1472' MSL.  
Tree 873' from DER, 526' right of centerline, 46' AGL/1475' MSL.  
Tree 1008' from DER, 732' right of centerline, 59' AGL/1492' MSL.  
Trees beginning 1057' from DER, 326' right of centerline, up to 69' AGL/1501' MSL.  
Trees beginning 1232' from DER, 394' right of centerline, up to 83' AGL/1515' MSL.

## JAMESTOWN, ND

### JAMESTOWN RGNL (JMS)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30AUG07 (07242) (FAA)

##### TAKEOFF OBSTACLE NOTES:

- Rwy 22**, antenna and tank beginning 2960' from DER, 1007' left of centerline, up to 150' AGL/1631' MSL.  
**Rwy 31**, multiple trees beginning 2129' from DER 47' right of centerline, up to 60' AGL/1560' MSL.

## KENMARE, ND

### KENMARE MUNI (7K5)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05MAY11 (11125) (FAA)

##### TAKEOFF OBSTACLE NOTES:

- Rwy 8**, vehicles on roadway 359' from DER, left and right of centerline, up to 15' AGL/1980' MSL.  
Trees 374' from DER, 359' right of centerline, 50' AGL/2004' MSL.  
**Rwy 26**, aircraft on taxiway beginning abeam DER, 385' right of centerline, up to 17' AGL/1981' MSL.  
Hangars beginning 147' from DER, 506' right of centerline, up to 30' AGL/1994' MSL.  
Pole 1259' from DER, 49' right of centerline, 40' AGL/2002' MSL.  
Trees beginning 1342' from DER, 85' right of centerline, up to 50' AGL/2014' MSL.

## KILLDEER, ND

### DUNN COUNTY WEYDAHL FLD (9Y1)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28JAN21 (23110) (FAA-O)

##### TAKEOFF MINIMUMS:

**Rwy 31**, std. w/min. climb of 306' per NM to 4100 or 1400-3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 13**, climb on heading 126° to 2700 before proceeding on course.

##### VCOA:

**Rwy 31**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Dunn County Weydahl Fld at or above 3500 before proceeding on course.

##### CON'T



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## KILLDEER, ND (CON'T)

DUNN COUNTY WEYDAHL FLD (9Y1) (CON'T)

TAKEOFF OBSTACLE NOTES:

**Rwy 31**, T-L towers beginning 1.03 NM from DER, 404' right of centerline, up to 125' AGL/2388' MSL.

## KINDRED, ND

ROBERT ODEGAARD FLD (K74)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 05MAR15 (21280) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 29**, tree 991' from DER, 367' left of centerline, 38' AGL/982' MSL.

Tree 1073' from DER, 221' left of centerline, 38' AGL/982' MSL.

## LANGDON, ND

ROBERTSON FLD (D55)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (22083) (FAA)

TAKEOFF MINIMUMS:

**Rwys 8, 26**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, vehicles on road beginning 479' to 684' from DER, from 238' to 413' left of centerline, up to 15' AGL/1627' MSL.

**Rwy 32**, windsock 13' from DER, 416' right of centerline, 16' AGL/1619' MSL.

Fence 24' from DER, 301' left of centerline, 5' AGL/1608' MSL.

Fence 199' from DER, 293' left of centerline, 5' AGL/1608' MSL.

Trees beginning 485' from DER 203' right of centerline, up to 30' AGL/1628' MSL.

Trees beginning 1912' from DER, from 241' to 418' left of centerline, up to 78' AGL/1677' MSL.

## LAKOTA, ND

LAKOTA MUNI (5L0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22JUN17 (17173) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 15**, tree 129' from DER, 141' right of centerline, 1511' MSL.

Tree 849' from DER, 214' left of centerline, 1531' MSL.

Tree 877' from DER, 202' left of centerline, 1532' MSL.

T-L tower 906' from DER, 439' left of centerline, 27' AGL/1533' MSL.

Pole beginning 907' from DER, 430' left of centerline, up to 29' AGL/1534' MSL.

Trees beginning 979' from DER, 197' left of centerline, up to 1553' MSL.

**Rwy 33**, tree 29' from DER, 290' right of centerline, 1524' MSL.

Building 482' from DER, 576' left of centerline, 23' AGL/1531' MSL.

Road (N) beginning 587' from DER, 113' right of centerline, up to 1527' MSL.

Tree 817' from DER, 536' right of centerline, 1541' MSL.

Trees beginning 894' from DER, 173' right of centerline, up to 1554' MSL.

Trees beginning 904' from DER, 175' right of centerline, up to 1557' MSL.

Trees beginning 937' from DER, 158' right of centerline, up to 1558' MSL.

Trees beginning 1004' from DER, 56' right of centerline, up to 1560' MSL.

Tree 1063' from DER, 72' left of centerline, 1542' MSL.

Trees and pole beginning 1099' from DER, 77' left of centerline, up to 1551' MSL.

## LEMMON, SD

LEMMON MUNI (LEM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

**Rwys 6, 24**, NA-Environmental.

**Rwy 12**, 300-2 or std. w/min. climb of 215' per NM to 3000, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, rising terrain beginning 44' from DER, 318' right of centerline, up to 2575' MSL.

Vehicle on road 789' from DER, 650' left of centerline, 2590' MSL.

Vehicle on road 861' from DER, 549' left of centerline, 2593' MSL vehicle on road, beginning 928' from DER, 369' left of centerline, up to 2596' MSL.

Tree 1.6 NM from DER, 2550' left of centerline, up to 100' AGL/2829' MSL.

**Rwy 30**, vehicle on road 445' from DER, 441' left of centerline, 2581' MSL.

Vehicle on road beginning 558' from DER, 232' left of centerline, up to 2583' MSL.

Tree 5566' from DER, 1918' left of centerline, 100' AGL/2719' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## LINTON, ND

### LINTON MUNI (7L2)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22AUG13 (13234) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, trees beginning 902' from DER, 210' right of centerline, up to 100' AGL/1830' MSL.

Flag pole 37' from DER, 465' left of centerline, 30' AGL/1810' MSL.

Vehicle on road beginning 72' from DER, 237' right of centerline, up to 15' AGL/1815' MSL.

**Rwy 27**, trees beginning 14' from DER, 286' left of centerline, up to 100' AGL/1806' MSL.

## LISBON, ND

### LISBON MUNI (6L3)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JAN17 (17005) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 3, 21**, NA, Environmental.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, terrain beginning 2' from DER, 168' right of centerline, up to 1231' MSL.

Pole 51' from DER, 499' left of centerline, 1250' MSL.

Vehicle on road beginning 441' from DER, left and right of centerline, up to 1248' MSL.

Trees beginning 1136' from DER, 405' right of centerline, up to 1280' MSL.

**Rwy 32**, terrain beginning 60' from DER, 297' left of centerline, up to 1234' MSL.

Tree 109' from DER, 167' left of centerline, 1238' MSL.

Fence beginning 123' from DER, 497' right of centerline, up to 3' AGL/1235' MSL.

Fence and tree beginning 270 from DER, 149' right of centerline, up to 1242' MSL.

## LITCHFIELD, MN

### LITCHFIELD MUNI (LJF)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23SEP10 (10266) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 31**, climb heading 316° to 1700 before turning left.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning 11' from DER, 417' left and right of centerline, up to 90' AGL/1234' MSL.

Trees beginning 1251' from DER, 830' left of centerline, up to 89' AGL/1228' MSL.

**Rwy 31**, trees beginning 958' from DER, 73' left of centerline, up to 46' AGL/1185' MSL.

Trees beginning 13' from DER, 370' right of centerline, up to 95' AGL/1234' MSL.

## LITTLE FALLS, MN

### LITTLE FALLS/MORRISON COUNTY-LINDBERGH FLD (LXL)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 01MAY14 (21196) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 13**, 300-1½ or std. w/min. climb of 301' per NM to 1500.

**Rwys 18, 36**, NA-Environmental.

##### DEPARTURE PROCEDURE:

**Rwy 31**, climb heading 308° to 1600 before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, numerous trees beginning 76' from DER, right and left of centerline, up to 100' AGL/1389' MSL.

**Rwy 31**, numerous trees beginning 1986' from DER, right and left of centerline, up to 100' AGL/1214' MSL.

## LONG PRAIRIE, MN

### TODD FLD (14Y)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 21MAY20 (22083) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, roads beginning 62' from DER, 476' left of centerline, up to 1342' MSL.

Terrain 89' from DER, 228' right of centerline, 1330' MSL.

**Rwy 34**, buildings and light beginning 0' from DER, 114' right of centerline, up to 21' AGL/1349' MSL.

Light 9' from DER, 18' left of centerline, 2' AGL/1334' MSL.

Trees, building, and pole beginning 313' from DER, 110' left of centerline, up to 1361' MSL.

Poles beginning 652' from DER, 638' right of centerline, up to 36' AGL/1363' MSL.

Trees and pole beginning 738' from DER, 98' left of centerline, up to 1375' MSL.

Trees beginning 851' from DER, 497' left of centerline, up to 1383' MSL.



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## LONGVILLE, MN

### LONGVILLE MUNI (XVG)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 21MAY20 (20142) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, vehicle on road 1' from DER, 125' left of centerline, 1338' MSL.

Tree 5' from DER, 428' left of centerline, 15' AGL/1341' MSL.

Trees, vehicles on road beginning 9' from DER, 55' left of centerline, up to 1343' MSL.

Trees, vehicles on road beginning 33' from DER, 81' right of centerline, up to 1350' MSL.

Trees beginning 179' from DER, 124' right of centerline, up to 1364' MSL.

Trees beginning 188' from DER, 103' right of centerline, up to 1365' MSL.

Trees beginning 217' from DER, 120' right of centerline, up to 1385' MSL.

Trees beginning 269' from DER, 10' right of centerline, up to 1388' MSL.

Tree 334' from DER, 354' left of centerline, 26' AGL/1344' MSL.

Tree 381' from DER, 498' left of centerline, 1366' MSL.

Tree 444' from DER, 592' left of centerline, 1380' MSL.

Trees beginning 495' from DER, 295' left of centerline, up to 1392' MSL.

Trees beginning 748' from DER, 595' left of centerline, up to 1393' MSL.

Trees beginning 853' from DER, 2' left of centerline, up to 1403' MSL.

Trees beginning 1444' from DER, 12' right of centerline, up to 1389' MSL.

Trees beginning 1722' from DER, 69' right of centerline, up to 1393' MSL.

Trees beginning 1790' from DER, 22' right of centerline, up to 64' AGL/1395' MSL.

Trees beginning 1857' from DER, 9' right of centerline, up to 85' AGL/1399' MSL.

Trees beginning 2038' from DER, 5' right of centerline, up to 1406' MSL.

Trees beginning 2455' from DER, 46' left of centerline, up to 1406' MSL.

**Rwy 31**, vegetation 1' from DER, 154' right of centerline, 6' AGL/1340' MSL.

Vegetation, lighting beginning 2' from DER, 47' right of centerline, up to 10' AGL/1343' MSL.

Terrain 8' from DER, 186' left of centerline, 1335' MSL.

Building, lighting, sign beginning 9' from DER, 77' left of centerline, up to 17' AGL/1352' MSL.

Building, terrain, vehicles on road, vegetation, pole, sign beginning 23' from DER, 126' left of centerline, up to 64' AGL/1399' MSL.

Vegetation beginning 43' from DER, 103' right of centerline, up to 14' AGL/1347' MSL.

Vehicles on road, vegetation, trees beginning 198' from DER, 139' right of centerline, up to 1349' MSL.

Trees, vehicles on road beginning 288' from DER, 131' right of centerline, up to 24' AGL/1359' MSL.

Trees, vehicles on road beginning 362' from DER, 4' left of centerline, up to 1414' MSL.

Tree 368' from DER, 524' right of centerline, 48' AGL/1383' MSL.

Trees beginning 370' from DER, 216' right of centerline, up to 1406' MSL.

Trees, vehicles on road beginning 505' from DER, 18' right of centerline, up to 1408' MSL.

Trees, vehicles on road beginning 666' from DER, 80' right of centerline, up to 1412' MSL.

Tree 758' from DER, 457' right of centerline, 1414' MSL.

Trees, vehicles on road, buildings beginning 780' from DER, 4' right of centerline, up to 83' AGL/1426' MSL.

Trees beginning 1456' from DER, 2' left of centerline, up to 76' AGL/1415' MSL.

Trees beginning 1545' from DER, 110' left of centerline, up to 65' AGL/1416' MSL.

Trees beginning 1564' from DER, 180' left of centerline, up to 64' AGL/1418' MSL.

Trees beginning 1575' from DER, 105' left of centerline, up to 70' AGL/1425' MSL.

Trees beginning 1589' from DER, 92' left of centerline, up to 69' AGL/1426' MSL.

Trees beginning 1640' from DER, 101' left of centerline, up to 1430' MSL.

Trees beginning 1667' from DER, 19' left of centerline, up to 1432' MSL.

Trees beginning 1748' from DER, 4' right of centerline, up to 80' AGL/1431' MSL.

Trees beginning 1792' from DER, 50' left of centerline, up to 86' AGL/1434' MSL.

Trees beginning 1808' from DER, 3' left of centerline, up to 1435' MSL.

Trees beginning 1894' from DER, 15' left of centerline, up to 1441' MSL.

Trees beginning 1915' from DER, 1' left of centerline, up to 1442' MSL.

Trees beginning 1974' from DER, 0' left of centerline, up to 1446' MSL.

Trees, pole beginning 1994' from DER, 49' right of centerline, up to 82' AGL/1434' MSL.

Trees beginning 2009' from DER, 3' left of centerline, up to 1448' MSL.

Trees beginning 2016' from DER, 1' right of centerline, up to 92' AGL/1442' MSL.

Trees beginning 2058' from DER, 5' left of centerline, up to 1449' MSL.

Trees beginning 2104' from DER, 51' left of centerline, up to 1454' MSL.

Trees beginning 2110' from DER, 32' left of centerline, up to 1456' MSL.

Trees beginning 2165' from DER, 3' left of centerline, up to 1467' MSL.

Trees beginning 2910' from DER, 211' right of centerline, up to 1445' MSL.

Trees beginning 3288' from DER, 101' right of centerline, up to 83' AGL/1448' MSL.

Trees beginning 4165' from DER, 62' right of centerline, up to 1449' MSL.

Trees beginning 4203' from DER, 115' right of centerline, up to 1456' MSL.

Tree 4245' from DER, 122' right of centerline, 1459' MSL.

Trees beginning 4250' from DER, 28' right of centerline, up to 1463' MSL.

Trees beginning 4610' from DER, 306' right of centerline, up to 1465' MSL.

Trees beginning 4623' from DER, 130' right of centerline, up to 77' AGL/1467' MSL.

Trees beginning 4736' from DER, 52' left of centerline, up to 1477' MSL.

Trees beginning 4832' from DER, 280' right of centerline, up to 1480' MSL.

NC-1, 12 JUN 2025 to 07 AUG 2025

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## LUVERNE, MN

QUENTIN AANENSON FLD (LYV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 28DEC23 (23362) (FAA)

DEPARTURE PROCEDURE:

**Rwy 36**, climb on heading 355° to 1900 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, terrain, vertical point beginning 14' from DER, 7' left of centerline, up to 1429' MSL.

Vertical point 18' from DER, 76' right of centerline, 1429' MSL.

Tree 812' from DER, 576' left of centerline, 1469' MSL.

**Rwy 36**, vertical point 20' from DER, 77' right of centerline, 1436' MSL.

Tree, terrain beginning 387' from DER, 556' left of centerline, up to 1459' MSL.

Pole, transmission line beginning 5750' from DER, 1049' right of centerline, up to 1583' MSL.

## MADISON, MN

LAC QUI PARLE COUNTY (DXX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15NOV12 (12320) (FAA)

TAKEOFF MINIMUMS:

**Rwys 9, 27**, NA - Environmental.

**Rwy 32**, 300-1½ or std. w/min. climb of 213' per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, trees beginning 40' from DER, 463' right of centerline, up to 100' AGL/1081' MSL.

Terrain 22' from DER, 175' left of centerline, 1080' MSL.

**Rwy 32**, vehicles on roadway beginning 538' from DER, left to right of centerline, up to 15' AGL/1098' MSL.

Trees beginning 1485' from DER, 790' left of centerline, up to 100' AGL/1152' MSL.

Tower 1.2 NM from DER, 2112' right of centerline, 200' AGL/1277' MSL.

## MADISON, SD

MADISON MUNI (MDS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUN11 (11181) (FAA)

TAKEOFF MINIMUMS:

**Rwys 3, 21**, NA - environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 15**, trees beginning 764' from DER, 284' left of centerline, up to 76' AGL/1766' MSL.

Plant and fence beginning 65' from DER, 384' right of centerline, up to 24' AGL/1733' MSL.

**Rwy 33**, road 82' from DER, 399' left of centerline, 23' AGL/1723' MSL.

Road and trees beginning 131' from DER, 9' right of centerline, up to 100' AGL/1859' MSL.

## MAHNOMEN, MN

MAHNOMEN COUNTY (3N8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17OCT13 (13290) (FAA)

TAKEOFF MINIMUMS:

**Rwys 9, 27**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, terrain beginning 14' from DER, 402' right of centerline, up to 1248' MSL.

**Rwy 35**, vehicles on roadway, poles, and telephone lines beginning 201' from DER, 450' left of centerline, up to 42' AGL/1273' MSL.

Telephone line 972' from DER, 590' right of centerline, 35' AGL/1266' MSL.

Trees beginning 1597' from DER 605' left of centerline, 75' AGL/1306' MSL.

## MANDAN, ND

MANDAN RGNL/LAWLER FLD (Y19)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAY14 (21224) (FAA)

TAKEOFF MINIMUMS:

**Rwys 4, 22**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, fence and trees beginning 26' from DER, 310' left of centerline, up to 48' AGL/1988' MSL.

Transmission lines and pole beginning 1604' from DER, from left to right of centerline, up to 64' AGL/1984' MSL.

**Rwy 31**, trees beginning 1256' from DER, from left to right of centerline up to 65' AGL/1995' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## MANKATO, MN

MANKATO RGNL (MKT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24SEP09 (09267) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 447' from DER, 408' right of centerline, up to 100' AGL/1078' MSL.

Trees beginning 1996' from DER, 17' left of centerline, up to 100' AGL/1084' MSL.

**Rwy 15**, trees beginning 1552' from DER, 719' left of centerline, up to 100' AGL/1088' MSL.**Rwy 22**, trees beginning 2370' from DER, 989' right of centerline, up to 100' AGL/1069' MSL.**Rwy 33**, trees beginning 2085' from DER, 780' right of centerline, up to 100' AGL/1077' MSL.

Rising terrain 9' from DER, 65' right of centerline, up to 1029' MSL.

Terrain beginning 82' from DER, 60' left of centerline, up to 1029' MSL.

## MARSHALL, MN

SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FLD (MML)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 10DEC15 (21196) (FAA)

TAKEOFF MINIMUMS:

**Rwy 20**, std. w/min. climb of 270' per NM to 2000, or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 20**, for climb in visual conditions, cross Southwest Minnesota Rgnl Marshall/Ryan Fld airport at or above 2000 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, runway light 39' from DER, 79' left of centerline, 3' AGL/1174' MSL;

Trees beginning 1324' from DER, 796' left of centerline, up to 89' AGL/1256' MSL.

**Rwy 12**, pole 706' from DER, 671' right of centerline, 60' AGL/1212' MSL.

Pole 1580' from DER, 732' left of centerline, 70' AGL/1225' MSL.

Antenna 1496' from DER, 620' right of centerline, 64' AGL/1219' MSL.

Pole 1185' from DER, 540' right of centerline, 55' AGL/1210' MSL.

Tree 3564' from DER, 400' right of centerline, 110' AGL/1269' MSL.

Tree 2135' from DER, 113' left of centerline, 77' AGL/1232' MSL.

**Rwy 20**, runway light 42' from DER, 77' left of centerline, 2' AGL, 1183' MSL.

Runway light 41' from DER, 78' right of centerline, 2' AGL/1182' MSL.

**Rwy 30**, vehicle on road 1' from DER, 435' left of centerline, 24' AGL/1200' MSL.

## MARTIN, SD

MARTIN MUNI (9V6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 26MAY16 (16147) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, lt support structure 9' from DER, 20' left of centerline, 3280' MSL.

Lt support structure 10' from DER, 9' right of centerline, 3278' MSL.

Ground 13' from DER, 408' left of centerline, 3282' MSL.

Ground 27' from DER, 199' left of centerline, 15' AGL/3282' MSL.

Fence and ground beginning 74' from DER, 219' left of centerline, up to 3287' MSL.

Vehicle on road 145' from DER, 289' right of centerline, 15' AGL/3283' MSL.

**Rwy 32**, building, pole, ground and, vehicle on road, beginning 1' from DER, 9' left of centerline, up to 23' AGL/3317 MSL.

Tree 1083' from DER, 19' left of centerline, 3322' MSL.

Tree 1095' from DER, 387' right of centerline, 3382' MSL.

Tree 1172' from DER, 130' left of centerline, 3340' MSL.

Tree and pole beginning 1270' from DER, 9' left of centerline, up to 3341' MSL.

Tree 1315' from DER, 219' left of centerline, 3343' MSL.

Poles and trees beginning 1366' from DER, 174' left of centerline, up to 44' AGL/3349' MSL.

Trees beginning 1463' from DER, 94' right of centerline, up to 3334' MSL.

Poles and trees beginning 1481' from DER, 406' left of centerline, up to 43' AGL/3350' MSL.

## MC GREGOR, MN

ISEDOR IVERSON (HZX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

DEPARTURE PROCEDURE:

**Rwy 14**, climb heading 139° to 1900 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, trees beginning 72' from DER, 440' left of centerline, up to 100' AGL/1324' MSL.

Trees beginning 1158' from DER, 724' right of centerline, up to 100' AGL/1324' MSL.

Trees beginning 2888' from DER, 589' left of centerline, up to 100' AGL/1334' MSL.

**Rwy 32**, vehicles on roadway beginning 499' from DER, 577' left of centerline, up to 17' AGL/1246' MSL.

Trees beginning 2919' from DER, left and right of centerline, up to 100' AGL/1329' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## MILBANK, SD

### MILBANK MUNI (1D1)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 08AUG24 (24221) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 25**, std w/ min climb of 207'/NM to 1900, or 1000-3 for VCOA.

##### VCOA:

**Rwy 25**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Milbank Muni airport at or above 1900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, trees beginning 33' from DER, 19' left of centerline, up to 100' AGL/1213' MSL.

Trees, building, pole beginning 42' from DER, 24' right of centerline, up to 100' AGL/1213' MSL.

**Rwy 13**, pole, building, traverse way beginning 23' from DER, 147' left of centerline, up to 41' AGL/1150' MSL.

Fence beginning 111' from DER, 460' right of centerline, up to 3' AGL/1121' MSL.

Fence 197' from DER, 437' right of centerline, 6' AGL/1123' MSL.

Tree 349' from DER, 262' right of centerline, 1124' MSL.

Tree 1513' from DER, 446' right of centerline, 1162' MSL.

Trees beginning 1526' from DER, 549' right of centerline, up to 63' AGL/1181' MSL.

Trees beginning 1628' from DER, 72' right of centerline, up to 68' AGL/1185' MSL.

**Rwy 25**, trees beginning 24' from DER, 11' right of centerline, up to 100' AGL/1216' MSL.

Trees beginning 121' from DER, 182' left of centerline, up to 100' AGL/1209' MSL.

Trees beginning 324' from DER, 44' left of centerline, up to 100' AGL/1216' MSL.

Trees beginning 1943' from DER, 138' left of centerline, up to 100' AGL/1223' MSL.

Trees beginning 2244' from DER, on and left of centerline, up to 100' AGL/1226' MSL.

Trees beginning 2261' from DER, 286' right of centerline, up to 100' AGL/1219' MSL.

Trees 2464' from DER, 931' right of centerline, 100' AGL/1223' MSL.

Trees beginning 2562' from DER, 67' right of centerline, up to 100' AGL/1226' MSL.

Trees beginning 2845' from DER, 13' left of centerline, up to 100' AGL/1232' MSL.

Trees beginning 3074' from DER, 55' right of centerline, up to 100' AGL/1232' MSL.

**Rwy 31**, tree 5' from DER, 423' left of centerline, 1117' MSL.

Terrain 39' from DER, 498' right of centerline, 1115' MSL.

Fence 72' from DER, 348' right of centerline, 4' AGL/1116' MSL.

Pole 1315' from DER, 687' right of centerline, 30' AGL/1151' MSL.

## MILLER, SD

### MILLER MUNI (MKA)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, vehicle on road 769' from DER, 642' right of centerline, 15' AGL/1599' MSL.

Snow removal equipment 206' from DER, 475' right of centerline, 21' AGL/1594' MSL.

Tree 3903' from DER, 998' left of centerline, 100' AGL/1684' MSL.

**Rwy 33**, vehicle on road 450' from DER, 560' left of centerline, 15' AGL/1584' MSL.

Tree 762' from DER, 628' left of centerline, 100' AGL/1669' MSL.

## MINNEAPOLIS, MN

### AIRLAKE (LVN)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 12**, ground 198' from DER, 533' right of centerline, 0' AGL/963' MSL.

Tree and vehicle on road, beginning 422' from DER, 379' right of centerline, up to 15' AGL/978' MSL.

Tree 1291' from DER, 506' left of centerline, 62' AGL/1002' MSL.

**Rwy 30**, ground 104' from DER, 479' left of centerline, 0' AGL/965' MSL.

Tree, pole, and antenna on building beginning 171' from DER, 259' right of centerline, up to 50' AGL/1000' MSL.

Tree, railroad, and antenna on building 486' from DER, 268' left of centerline, up to 41' AGL/1001' MSL.

Trees and a building beginning 821' from DER, 30' right of centerline, up to 49' AGL/1009' MSL.

## ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5B 17AUG17 (22251) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 9**, 300-1½ or std. w/min. climb of 205' per NM to 1200, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

**Rwy 18**, 300-1 or std. w/min. climb of 370' per NM to 1200.

##### DEPARTURE PROCEDURE:

**Rwy 9**, climb heading 089° to 2200 before turning right.

**Rwy 18**, climb heading 179° to 2600 before turning left.

**Rwy 27**, climb heading 269° to 1700 before proceeding southeast bound.

**Rwy 36**, climb heading 359° to 1700 before proceeding southeast bound.

CON'T





# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## MINNEAPOLIS, MN (CON'T)

### ANOKA COUNTY/BLAINE (JANES FLD) (ANE) (CON'T)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, tree 821' from DER, 618' right of centerline, 961' MSL.  
Water tank 1.1 NM from DER, 1278' right of centerline, 170' AGL/1082' MSL.  
**Rwy 18**, road beginning 2' from DER, 49' right of centerline, up to 925' MSL.  
Trees beginning 405' from DER, 286' left of centerline, up to 946' MSL.  
Trees beginning 487' from DER, 353' left of centerline, up to 954' MSL.  
Tree 757' from DER, 385' left of centerline, 955' MSL.  
Trees beginning 769' from DER, 335' left of centerline, up to 959' MSL.  
Tower 5016' from DER, 200' left of centerline, 120' AGL/1178' MSL.  
**Rwy 27**, tree 7' from DER, 270' right of centerline, 908' MSL.  
Trees beginning 70' from DER, 247' right of centerline, up to 912' MSL.  
Tree 185' from DER, 390' right of centerline, 926' MSL.  
Tree 447' from DER, 509' right of centerline, 930' MSL.  
Tree 684' from DER, 671' left of centerline, 946' MSL.  
Tree 1189' from DER, 811' left of centerline, 957' MSL.  
Tree 1296' from DER, 697' right of centerline, 946' MSL.  
Tree 3028' from DER, 553' right of centerline, 983' MSL.  
**Rwy 36**, trees beginning 85' from DER, 308' right of centerline, up to 927' MSL.  
Trees beginning 190' from DER, 267' right of centerline, up to 971' MSL.  
Trees beginning 1544' from DER, 249' right of centerline, up to 987' MSL.  
Tree 1985' from DER, 358' left of centerline, 962' MSL.

## CRYSTAL (MIC)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### AMDT 4 31DEC20 (20366) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 6R, 24L**, NA - Environmental.

##### DEPARTURE PROCEDURE:

**Rwy 6L**, climb on heading 051° to 2200 before proceeding on course.

**Rwy 14**, climb on heading 139° to 1800 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6L**, pole 117' from DER, 440' left of centerline, 30' AGL/895' MSL.  
Hanger, tree beginning 241' from DER, 89' left of centerline, up to 40' AGL/906' MSL.  
Trees beginning 466' from DER, 51' left of centerline, up to 948' MSL.  
Tree 746' from DER, 542' right of centerline, 904' MSL.  
Trees beginning 793' from DER, 155' right of centerline, up to 909' MSL.  
Trees beginning 1283' from DER, 412' left of centerline, up to 954' MSL.  
Tree 3593' from DER, 382' right of centerline, 968' MSL.  
**Rwy 14**, tree 709' from DER, 550' left of centerline, 917' MSL.  
Trees, pole beginning 767' from DER, 335' left of centerline, up to 943' MSL.  
Trees beginning 883' from DER, on centerline, up to 940' MSL.  
Trees beginning 983' from DER, 7' left of centerline, up to 953' MSL.  
**Rwy 24R**, sign 21' from DER, 138' left of centerline, 2' AGL/870' MSL.  
Sign 41' from DER, 131' right of centerline, 3' AGL/872' MSL.  
Trees beginning 73' from DER, 498' right of centerline, up to 920' MSL.  
Tree, building, beginning 262' from DER, 286' right of centerline, up to 921' MSL.  
Vehicles on road 970' from DER, crossing extended runway centerline, 18' AGL/895' MSL.  
Tree 1083' from DER, 515' right of centerline, 926' MSL.  
Trees beginning 1172' from DER, 216' left of centerline, up to 930' MSL.  
Tree 2048' from DER, 497' left of centerline, 962' MSL.  
**Rwy 32**, trees beginning 698' from DER, 11' left of centerline, up to 948' MSL.  
Tree 775' from DER, 606' right of centerline, 911' MSL.  
Tree 934' from DER, 679' right of centerline, 925' MSL.  
Trees, pole beginning 998' from DER, 12' right of centerline, up to 957' MSL.  
Trees beginning 1441' from DER, 122' left of centerline, up to 954' MSL.  
Trees beginning 1766' from DER, 27' left of centerline, up to 956' MSL.  
Trees beginning 1911' from DER, 39' right of centerline, up to 960' MSL.

## FLYING CLOUD (FCM)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### AMDT 6 06FEB14 (14037) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10L**, tree, buildings, and poles beginning 78' from DER, 346' left of centerline, up to 45' AGL/945' MSL.  
Vehicle on road, sign, and trees beginning 645' from DER, 442' right of centerline, up to 37' AGL/937' MSL.  
**Rwy 10R**, buildings beginning 260' from DER, 321' right of centerline, up to 40' AGL/943' MSL.  
Trees, poles, and general utility beginning 331' from DER, 106' right of centerline, up to 38' AGL/939' MSL.  
**Rwy 28R**, tree, buildings, and general utility beginning 105' from DER, 353' right of centerline, up to 38' AGL/938' MSL.  
**Rwy 18**, buildings beginning 212' from DER, 318' right of centerline, up to 34' AGL/938' MSL.  
Vehicle on road 262' from DER, 195' left of centerline, 15' AGL/918' MSL.  
Trees beginning 401' from DER, 165' left of centerline, up to 51' AGL/961' MSL.  
**Rwy 36**, building 3' from DER, 478' left of centerline, 18' AGL/920' MSL.  
Trees beginning 426' from DER, 323' right of centerline, up to 61' AGL/951' MSL.  
Trees, buildings, poles, and windmill beginning 541' from DER, 302' left of centerline, up to 59' AGL/960' MSL.



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## MINNEAPOLIS, MN (CON'T)

MINNEAPOLIS-ST PAUL INTL / WOLD-CHAMBERLAIN (MSP)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 12 02MAY13 (13122) (FAA)

### TAKEOFF MINIMUMS:

**Rwy 12L**, 300-1½ or std. w/min. climb of 207' per NM to 1100, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

**Rwy 35**, std. w/min. climb of 219' per NM to 2100.

### DEPARTURE PROCEDURE:

**Rwy 4**, climb heading 045° to 2100 before turning left.

**Rwys 30L, 30R**, climb heading 301° to 2100 before turning right.

**Rwy 35**, climb heading 350° to 2100 before proceeding on course.

### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 800' from DER, 301' left of centerline, up to 75' AGL/925' MSL.

Rod on building 2528' from DER, 1174' left of centerline, 78' AGL/922' MSL.

Fence beginning 13' from DER, 486' left of centerline, up to 6' AGL/860' MSL.

Stack 4535' from DER, 480' left of centerline, 139' AGL/949' MSL.

**Rwy 12L**, tree 1.1 NM from DER, 1691' left of centerline, 92' AGL/991' MSL.

Light pole and camera on wall beginning 398' from DER, 561' right of centerline, up to 23' AGL/832' MSL.

**Rwy 12R**, tree 1479' from DER, 561' left of centerline, 86' AGL/855' MSL.

Obstruction light on pole 1002' from DER, 753' left of centerline, 53' AGL/852' MSL.

**Rwy 17**, pole 409' from DER, 530' right of centerline, 29' AGL/866' MSL.

Building 2619' from DER, 881' left of centerline, 97' AGL/918' MSL.

Building 1956' from DER, 904' left of centerline, 61' AGL/866' MSL.

Tree 2619' from DER, on centerline, 79' AGL/900' MSL.

**Rwy 22**, trees beginning 2659' from DER, 867' right of centerline, 94' AGL/934' MSL.

**Rwy 30L**, antenna on tower 3555' from DER, 1334' left of centerline, 116' AGL/935' MSL.

**Rwy 30R**, billboard sign 1463' from DER, 848' right of centerline, 31' AGL/880' MSL.

**Rwy 35**, trees beginning 2553' from DER, 770' right of centerline, 100' AGL/919' MSL.

Trees beginning 1989' from DER, 194' left of centerline, up to 87' AGL/906' MSL.

Buildings beginning 5.4 NM from DER, 1781' left of centerline, up to 889' AGL/1743' MSL.

## MINOT, ND

MINOT INTL (MOT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 3A 07APR11 (11097) (FAA)

### TAKEOFF MINIMUMS:

**Rwy 26**, 300-1½ or std. with a min. climb of 219' per NM to 2000.

### DEPARTURE PROCEDURE:

**Rwy 13**, climb via heading 128° to 2200 before turning right.

**Rwy 26**, climb via heading 260° to 2300 before turning left.

### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, fence 261' from DER, 415' right of centerline, 9' AGL/1669' MSL.

**Rwy 26**, poles beginning 952' from DER, 523' left of centerline, up to 42' AGL/1761' MSL.

Tower 1297' from DER, 405' right of centerline, 29' AGL/1751' MSL.

Sign 1372' from DER, 323' left of centerline, 31' AGL/1750' MSL.

Sign 1377' from DER, 832' right of centerline, 59' AGL/1778' MSL.

Light pole 1419' from DER, 24' right of centerline, 36' AGL/1752' MSL.

Trees beginning 1463' from DER, 73' right of centerline, up to 76' AGL/1795' MSL.

Building 1432' from DER, 303' right of centerline, 33' AGL/1753' MSL.

Tree 2071' from DER, 60' left of centerline, 53' AGL/1772' MSL.

Tank 1.1 NM from DER, 1812' right of centerline, 140' AGL/1900' MSL.

**Rwy 31**, trees beginning 2908' from DER, 560' left of centerline, up to 64' AGL/1778' MSL.

## MITCHELL, SD

MITCHELL MUNI (MHE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 1A 10DEC15 (15344) (FAA)

### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees beginning 829' from DER, 505' right of centerline, up to 80' AGL/1386' MSL.

NAVAID 119' from DER, 409' left of centerline, 9' AGL/1308' MSL.

**Rwy 36**, trees beginning 552' from DER, 575' right of centerline, up to 80' AGL/1328' MSL.

NAVAIDs beginning 34' from DER, 100' right and left of centerline, up to 3' AGL/1286' MSL.



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## MOBRIDGE, SD

MOBRIDGE MUNI (MBG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30JUN11 (11181) (FAA)

TAKEOFF MINIMUMS:

**Rwys 17, 35**, NA-Environmental

DEPARTURE PROCEDURE:

**Rwy 12**, climb heading 118° to 2600 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, tower 2587' from DER, 651' right of centerline, 40' AGL/ 1810' MSL.

Pole 3567' from DER, 12' right of centerline, 11' AGL/ 1790' MSL.

Tree 1495' from DER, 230' right of centerline, 29' AGL/ 1738' MSL.

Trees and poles beginning 1698' from DER, 160' left of centerline, up to 75' AGL/ 1811' MSL.

Terrain and road beginning 153' from DER, 307' left of centerline, up to 17' AGL/1749' MSL.

**Rwy 30**, terrain and road beginning 36' from DER, left to right across centerline, up to 17' AGL/1710' MSL.

## MOHALL, ND

MOHALL MUNI (HBC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03NOV22 (23054) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, pole, vehicle on road beginning 42' from DER, 232' right of centerline, up to 19' AGL/1668' MSL.

Tree 761' from DER, 241' left of centerline, 1670' MSL.

**Rwy 31**, transmission line 1650' from DER, 941' right of centerline, 52' AGL/1701' MSL.

Transmission line, electrical system beginning 1866' from DER, 685' right of centerline, up to 52' AGL/1704' MSL.

Transmission line 2255' from DER, 224' right of centerline, 52' AGL/1706' MSL.

## MONTEVIDEO, MN

MONTEVIDEO-CHIPPEWA COUNTY (MVE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20AUG15 (15232) (FAA)

TAKEOFF MINIMUMS:

**Rwy 3, 21**, NA-Environmental.

DEPARTURE PROCEDURE:

**Rwy 14**, climb runway heading to 1500 before turning.

## MOORHEAD, MN

MOORHEAD MUNI/FLORENCE KLINGENSMITH FLD (JKJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, buildings beginning 17' from DER, 494' left of centerline, up to 22' AGL/940' MSL.

Tree 434' from DER, 501' right of centerline, 958' MSL.

Trees beginning 551' from DER, 456' right of centerline, up to 94' AGL/1013' MSL.

Trees, poles beginning 657' from DER, 449' right of centerline, up to 1031' MSL.

Poles beginning 868' from DER, 536' left of centerline, up to 38' AGL/956' MSL.

Trees, poles beginning 1170' from DER, 448' left of centerline, up to 971' MSL.

Tree 1339' from DER, 536' left of centerline, 982' MSL.

Trees beginning 1428' from DER, 587' left of centerline, up to 985' MSL.

Trees beginning 1521' from DER, 642' left of centerline, up to 990' MSL.

**Rwy 30**, vegetation, poles, trees beginning 7' from DER, 16' left of centerline, up to 7' AGL/919' MSL.

## MOOSE LAKE, MN

MOOSE LAKE CARLTON COUNTY (MZH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 06JAN94 (94006) (FAA)

TAKEOFF MINIMUMS:

**Rwys 4, 22**, 300-1.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## MORA, MN

MORA MUNI (JMR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

**Rwys 11, 29**, NA - environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, light pole 16' from DER, 17' right of centerline, 3' AGL/1012' MSL.

Terrain 27' from DER, 311' from DER, 1012' MSL.

Vehicle on road, building, and trees beginning 162' from DER, 410' right of centerline, up to 33' AGL/1034' MSL.

Trees beginning 208' from DER, 443' left of centerline, up to 44' AGL/1045' MSL.

Trees beginning 644' from DER, 455' right of centerline, up to 53' AGL/1054' MSL.

Trees beginning 864' from DER, 178' right of centerline, up to 76' AGL/1068' MSL.

Trees beginning 1055' from DER, 37' left of centerline, up to 62' AGL/1067' MSL.

Trees beginning 1619' from DER, 491' right of centerline, up to 72' AGL/1074' MSL.

Tree 1975' from DER, 405' left of centerline, 68' AGL/1069' MSL.

Tree 2054' from DER, 2' right of centerline, 68' AGL/1069' MSL.

Trees beginning 2237' from DER, crossing centerline, up to 88' AGL/1089' MSL.

Trees beginning 2645' from DER, 777' right of centerline, up to 89' AGL/1105' MSL.

**Rwy 35**, terrain beginning 168' from DER, 290' left of centerline, up to 1018' MSL.

Terrain 178' from DER, 383' right of centerline, 1005' MSL.

Terrain, vehicle on road, and trees beginning 349' from DER, 387' right of centerline, up to 58' AGL/1059' MSL.

Trees beginning 441' from DER, 388' left of centerline, up to 46' AGL/1057' MSL.

Trees beginning 634' from DER, 354' left of centerline, up to 70' AGL/1071' MSL.

Trees beginning 617' from DER, 427' right of centerline, up to 66' AGL/1067' MSL.

Trees beginning 1032' from DER, 267' left of centerline, up to 68' AGL/1086' MSL.

Trees beginning 1563' from DER, 582' right of centerline, up to 61' AGL/1072' MSL.

Tree 1791' from DER, 964' left of centerline, 66' AGL/1097' MSL.

Trees beginning 2085' from DER, crossing centerline, up to 73' AGL/1104' MSL.

## MORRIS, MN

MORRIS MUNI/CHARLIE SCHMIDT FLD (MOX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 05SEP24 (24249) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 32**, lighting 6' from DER, 113' left of centerline, 2' AGL/1128' MSL.

General utility, lighting beginning 7' from DER, 17' left of centerline, up to 3' AGL/1129' MSL.

General utility 7' from DER, 112' right of centerline, 4' AGL/1130' MSL.

Sign, terrain beginning 8' from DER, 312' right of centerline, up to 3' AGL/1132' MSL.

Pole, traverse way beginning 275' from DER, 513' right of centerline, up to 31' AGL/1163' MSL.

Tree 615' from DER, 643' left of centerline, 1143' MSL.

## NEW TOWN, ND

NEW TOWN MUNI (05D)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31DEC20 (23110) (FAA-O)

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, trees 329' from DER, 267' right of centerline, up to 50' AGL/1979' MSL.

Trees 1113' from DER, 655' left of centerline, up to 50' AGL/1989' MSL.

**Rwy 30**, pole, tower and transmission lines beginning 1790' from DER, 366' right of centerline, up to 129' AGL/2027' MSL.

## NEW ULM, MN

NEW ULM MUNI (ULM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 17SEP15 (15260) (FAA)

TAKEOFF MINIMUMS:

**Rwy 4, 22**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 33**, tree 628' from DER, 417' right of centerline, 33' AGL/1034' MSL.

Tree 1457' from DER, 650' left of centerline, 38' AGL/1047' MSL.

Ground 4' from DER, 154' left of centerline, 1007' MSL.

**Rwy 15**, tree 1935' from DER, 610' left of centerline, 100' AGL/1099' MSL.

## NORTHWOOD, ND

NORTHWOOD MUNI/VINCE FLD (4V4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09FEB12 (21336) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, trees beginning 3317' from DER, 737' left of centerline, up to 100' AGL/1214' MSL.**Rwy 26**, trees beginning 1171' from DER, left and right of centerline, up to 100' AGL/1214' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## OAKES, ND

### OAKES MUNI (2D5)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 12JUN25 (25163) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 17, 35**, NA-Environmental.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 12**, pole 30' from DER, 230' left of centerline, 3' AGL/1339' MSL.

Trees, pole beginning 43' from DER, 227' left of centerline, up to 100' AGL/1436' MSL.

Trees beginning 86' from DER, 6' right of centerline, up to 100' AGL/1436' MSL.

Trees beginning 202' from DER, 81' left of centerline, up to 100' AGL/1439' MSL.

Trees beginning 360' from DER, 221' left of centerline, up to 100' AGL/1442' MSL.

Trees beginning 719' from DER, 133' left of centerline, up to 100' AGL/1446' MSL.

Trees, vehicles on road, pole beginning 877' from DER, 45' left of centerline, up to 100' AGL/1449' MSL.

Trees beginning 964' from DER, 94' right of centerline, up to 100' AGL/1439' MSL.

Trees, pole beginning 1395' from DER, 9' left of centerline, up to 100' AGL/1452' MSL.

Trees beginning 1481' from DER, 42' right of centerline, up to 100' AGL/1442' MSL.

Trees 2200' from DER, 217' right of centerline, 100' AGL/1446' MSL.

Trees beginning 2243' from DER, 77' right of centerline, up to 100' AGL/1455' MSL.

Trees beginning 2445' from DER, 9' right of centerline, up to 100' AGL/1462' MSL.

Trees beginning 4386' from DER, 130' left of centerline, up to 100' AGL/1455' MSL.

**Rwy 30**, trees, buildings beginning 31' from DER, 418' left of centerline, up to 100' AGL/1429' MSL.

Terrain beginning 52' from DER, 260' right of centerline, up to 1334' MSL.

Trees, buildings beginning 74' from DER, 18' left of centerline, up to 100' AGL/1433' MSL.

Trees, agricultural equipment beginning 117' from DER, 17' right of centerline, up to 100' AGL/1436' MSL.

Trees beginning 2734' from DER, 85' left of centerline, up to 100' AGL/1439' MSL.

Trees beginning 2936' from DER, 225' left of centerline, up to 100' AGL/1449' MSL.

Trees beginning 3094' from DER, 13' left of centerline, up to 100' AGL/1452' MSL.

Trees 3223' from DER, 2' right of centerline, 100' AGL/1442' MSL.

Trees beginning 3266' from DER, 369' right of centerline, up to 100' AGL/1446' MSL.

Trees beginning 3424' from DER, 38' right of centerline, up to 100' AGL/1449' MSL.

## OLIVIA, MN

### OLIVIA RGNL (OVL)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13FEB86 (86044) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 11**, 300-1.

## ONIDA, SD

### ONIDA MUNI (98D)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 01FEB18 (18032) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 8, 26**, NA - environmental.**Rwy 13**, 300-1½ or std. w/min. climb gradient of 250 feet per NM to 2500.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, light pole 10' from DER, 10' left of centerline, 2' AGL/1887' MSL.

Light pole 10' from DER, 10' right of centerline, 3' AGL/1887' MSL.

**Rwy 31**, light pole 11' from DER, 10' right of centerline, 3' AGL/1864' MSL.

Light pole 11' from DER, 11' left of centerline, 3' AGL/1863' MSL.

## ORR, MN

### ORR RGNL (ORB)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31MAY12 (12152) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 13**, 300-1½ or std. w/ min. climb of 260' per NM to 1600.

##### DEPARTURE PROCEDURE:

**Rwy 13**, climb heading 136° to 1900 before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning 630' from DER, 476' right of centerline, up to 80' AGL/1389' MSL.

Trees beginning 759' from DER, 361' left of centerline, up to 80' AGL/1459' MSL.

Trees beginning 1.1 NM from DER, 1343' right of centerline, up to 80' AGL/1499' MSL.

**Rwy 31**, trees beginning 366' from DER, 162' left of centerline, up to 80' AGL/429' MSL.

Trees beginning 867' from DER, 719' right of centerline, up to 80' AGL/1429' MSL.

Trees beginning 5401' from DER, 148' right of centerline, up to 80' AGL/1449' MSL.



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## ORTONVILLE, MN

ORTONVILLE MUNI/MARTINSON FLD (VVV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 01OCT81 (22251) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 300-1 or std. w/min. climb of 210' per NM to 1300.

## OWATONNA, MN

OWATONNA DEGNER RGNL (OWA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30JAN97 (97030) (FAA)

DEPARTURE PROCEDURE:

Rwy 12, climb runway heading to 1500 before turning on course.

## PARK RAPIDS, MN

PARK RAPIDS MUNI/KONSHOK FLD (PKD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23JUN16 (22027) (FAA)

DEPARTURE PROCEDURE:

Rwy 36, climb heading 356° to 2000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 13, pole 880' from DER, 711' left of centerline, 26' AGL/1467' MSL.

Rwy 18, trees beginning 1371' from DER, left and right of centerline, up to 1549' MSL.

Trees beginning 3080' from DER, left and right of centerline, up to 1539' MSL.

Rwy 31, vehicles on road beginning 66' from DER, right and left of centerline, up to 1462' MSL.

Trees beginning 359' from DER, 454' right of centerline, up to 1468' MSL.

Trees beginning 799' from DER, 236' left of centerline, up to 1479' MSL.

Trees beginning 854' from DER, 296' right of centerline, up to 1476' MSL.

Rwy 36, trees and buildings beginning 575' from DER, left and right of centerline, up to 1549' MSL.

Trees beginning 2802' from DER, 95' right of centerline, up to 1559' MSL.

## PARKSTON, SD

PARKSTON MUNI (8V3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17OCT13 (13290) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, poles beginning 628' from DER, left and right of centerline, up to 37' AGL/1452' MSL.

Transmission towers beginning 758' from DER, left and right of centerline, up to 29' AGL/1444' MSL.

Train on railroad, 777' from DER, 573' left of centerline, 24' AGL/1439' MSL.

Building 1189' from DER, 694' left of centerline, 35' AGL/1450' MSL.

Trees beginning 1227' from DER, 268' left of centerline, up to 36' AGL/1459' MSL.

Rwy 33, trees beginning 300' from DER, left and right of centerline, up to 63' AGL/1478' MSL.

Poles beginning 662' from DER, left and right of centerline, up to 48' AGL/1463' MSL.

Transmission towers beginning 896' from DER, left and right of centerline, up to 44' AGL/1459' MSL.

Lighted support structures beginning 1076' from DER, left and right of centerline, up to 48' AGL/1463' MSL.

Fences beginning 17' from DER, left and right of centerline, up to 6' AGL/1421' MSL.

Silo, 1677' from DER, 43' AGL/1458' MSL. Vehicle on road, 54' from DER, 14' AGL/1459' MSL.

## PAYNESVILLE, MN

PAYNESVILLE MUNI (PEX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 300-1½ or std. w/min. climb of 234' per NM to 1600.

Rwy 29, 300-1½ or std. w/min. climb of 210' per NM to 1500.

TAKEOFF OBSTACLE NOTES:

Rwy 11, trees beginning 61' from DER, 482' right of centerline, up to 1231' MSL.

Tree 3539' from DER, 1234' right of centerline, 1309' MSL.

Tower 1.5 NM from DER, 1956' left of centerline, 184' AGL/1456' MSL.

Tower 1.5 NM from DER, 1318' left of centerline, 193' AGL/1458' MSL.

Rwy 29, tree 1951' from DER, 990' right of centerline, 1240' MSL.

Power lines 1.3 NM from DER, 2625' left of centerline, 200' AGL/1399' MSL.

## PEMBINA, ND

PEMBINA MUNI (PMB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 21NOV85 (85325) (FAA)

DEPARTURE PROCEDURE:

Rwy 33, climb runway heading 3200 before turning left.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## PERHAM, MN

PERHAM MUNI (16D)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22AUG13 (13234) (FAA)

DEPARTURE PROCEDURE:

**Rwy 13**, climb heading 128° to 1900 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, REILs 8' from DER, 79' right of centerline, 2' AGL/1373' MSL.

Trees beginning 6' from DER, 350' right of centerline, up to 50' AGL/1386' MSL and trees beginning 138' from DER, 115' right of centerline, up to 50' AGL/1433' MSL.

Light 8' from DER, 79' left of centerline, 2' AGL/1373' MSL.

Trees beginning 261' from DER, 251' left of centerline, up to 50' AGL/1387' MSL.

**Rwy 31**, REILs 9' from DER, 79' right of centerline, 2' AGL/1378' MSL.

Ground 8' from DER, 223' right of centerline, 1377' MSL.

Poles and tower beginning 627' from DER, 570' right of centerline, up to 43' AGL/1430' MSL.

Light, 8' from DER, 79' left of centerline, 2' AGL/1377' MSL.

Vehicles on road beginning 431' from DER, 32' left of centerline, up to 18' AGL/1394' MSL.

Trees, pole, and building beginning 93' from DER, 377' left of centerline, up to 50' AGL/1409' MSL.

## PHILIP, SD

PHILIP (PHP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 06FEB14 (14037) (FAA)

TAKEOFF MINIMUMS:

**Rwys 5, 23**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, tree and fence beginning 2' from DER, 334' right of centerline, up to 25' AGL/2204' MSL.

Sign, fence and trees beginning 27' from DER, 127' left of centerline, up to 30' AGL/2212' MSL.

**Rwy 30**, fence beginning 174' from DER, 286' left of centerline, up to 10' AGL/2219' MSL.

Fence and vehicles on road beginning 3' from DER, 448' right of centerline, up to 15' AGL/2219' MSL.

Poles beginning 950' from DER, 308' right of centerline, up to 36' AGL/2250' MSL.

Terrain beginning 2598' from DER, 251' right of centerline, up to 2277' MSL.

Road beginning 4019' from DER, 1413' right of centerline, up to 15' AGL/2322' MSL.

## PIERRE, SD

PIERRE RGNL (PIR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25APR85 (85115) (FAA)

TAKEOFF MINIMUMS:

**Rwy 25**, 300-1.

## PINE RIDGE, SD

PINE RIDGE (IEN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUL12 (12208) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6, 24**, NA- closed indefinitely.**Rwy 12**, 300-1 or std. w/min. climb of 450' per NM to 3700.**Rwy 30**, 300-1 or std. w/min. climb of 407' per NM to 3600.

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, vehicle on road 10' from DER, left to right of centerline, 15' AGL/3347' MSL.

Fence 200' from DER, 350' right of centerline, 10' AGL/3338' MSL.

**Rwy 30**, tree 638' from DER, 492' right of centerline, 50' AGL/3339' MSL.

Vehicle on road 10' from DER, right of centerline, 15' AGL/3316' MSL.

Vehicle on road 407' from DER, right to left of centerline, 15' AGL/3313' MSL.

## PINE RIVER, MN

PINE RIVER RGNL (PWC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08MAR12 (12068) (FAA)

TAKEOFF MINIMUMS:

**Rwy 16**, 300-1¼ or std. w/min. climb gradient of 218' per NM to 1500.

DEPARTURE PROCEDURE:

**Rwy 16**, climb heading 160° to 1800 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, trees 2' from DER, 181' right of centerline, up to 5' AGL/1296' MSL.

Trees beginning 10' from DER, 113' left of centerline, up to 67' AGL/1366' MSL.

Road beginning 63' from DER, 381' right of centerline, up to 15' AGL/1310' MSL.

Poles beginning 611' from DER, 424' right of centerline, 26' AGL/1325' MSL.

REIL 50' from DER, 76' right of centerline, 7' AGL/1298' MSL.

Trees beginning 1267' from DER, 15' right of centerline, up to 100' AGL/1449' MSL.

CON'T

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## PINE RIVER, MN (CON'T)

### PINE RIVER RGNL (PWC) (CON'T)

**Rwy 34**, trees beginning 13' from DER, 121' right of centerline, up to 65' AGL/1374' MSL.  
Trees beginning 1059' from DER, left and right of centerline, up to 101' AGL/1400' MSL.  
REIL 50' from DER, 77' left of centerline, 7' AGL/1298' MSL.  
Poles beginning 522' from DER, 520' left of centerline, up to 35' AGL/1334' MSL.  
Buildings beginning 373' from DER, 465' left of centerline, up to 18' AGL/1327' MSL.

## PIPESTONE, MN

### PIPESTONE MUNI (PQN)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (08045) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 9,27**, NA-Environmental.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, Trees beginning 3811' from DER, 854' right of centerline, up to 100' AGL/1859' MSL.

## PRESTON, MN

### FILLMORE COUNTY (FKA)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23APR98 (98113) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 11,29**, 300-1.

## PRINCETON, MN

### PRINCETON MUNI (PNM)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 31DEC20 (20366) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, vehicles on road abeam DER, 149' left of centerline, 992' MSL.  
Sign, terrain beginning 20' from DER, 216' right of centerline, up to 987' MSL.  
Trees, vehicles on road beginning 141' from DER, 150' left of centerline, up to 1000' MSL.  
Antenna 332' from DER, 558' right of centerline, 42' AGL/1022' MSL.  
Tower, vehicles on road, building, trees beginning 335' from DER, 264' right of centerline, up to 50' AGL/1024' MSL.  
Trees beginning 460' from DER, 433' left of centerline, up to 29' AGL/1007' MSL.  
Trees beginning 841' from DER, 94' right of centerline, up to 1027' MSL.  
Tree 1482' from DER, 86' left of centerline, 1021' MSL.  
Tree 2085' from DER, 220' left of centerline, 1039' MSL.  
Tree 2107' from DER, 458' right of centerline, 1042' MSL.  
Trees beginning 2199' from DER, 123' left of centerline, up to 1040' MSL.  
**Rwy 34**, trees beginning 31' from DER, 273' left of centerline, up to 52' AGL/1032' MSL.  
Trees beginning 196' from DER, 32' left of centerline, up to 64' AGL/1044' MSL.  
Tree 1218' from DER, 409' right of centerline, 1037' MSL.  
Tree 1223' from DER, 652' right of centerline, 1039' MSL.  
Tree 1391' from DER, 693' right of centerline, 59' AGL/1047' MSL.  
Trees beginning 1477' from DER, 482' right of centerline, up to 80' AGL/1066' MSL.  
Trees beginning 1663' from DER, 30' right of centerline, up to 1071' MSL.  
Trees beginning 2001' from DER, 113' left of centerline, up to 1056' MSL.

## RAPID CITY, SD

### RAPID CITY RGNL (RAP)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 10MAR11 (11069) (FAA)

#### DEPARTURE PROCEDURE:

**Rwy 5**, climb on heading between 255° CW to 210° from DER, or min. climb of 240' per NM to 8800 for all other courses.  
**Rwy 14**, climb on heading between 325° CW to 210° from DER, or min. climb of 245' per NM to 8900 for all other courses.  
**Rwy 23**, climb on heading between 210° CCW to 055° from DER, or min. climb of 245' per NM to 8900 for all other courses.  
**Rwy 32**, climb on heading 324° to 3700 for courses between 255° CW to 140° from DER, or min. climb of 244' per NM to 8800 for all other courses.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, fence 132' from DER, 249' left of centerline, up to 13' AGL/3215' MSL.  
Trees beginning 16' from DER, 188' right of centerline, up to 25' AGL/3234' MSL.  
Trees beginning 11' from DER, 111' left of centerline, up to 25' AGL/3234' MSL.  
**Rwy 14**, trees beginning 136' from DER, 123' right of centerline, up to 25' AGL/3174' MSL.  
Trees beginning 33' from DER, 229' left of centerline, up to 25' AGL/3164' MSL.  
**Rwy 23**, vehicle on road 36' from DER, 121' left of centerline, up to 15' AGL/3175' MSL.  
Hanger 201' from DER, 298' left of centerline, up to 30' AGL/3193' MSL.  
Fence 333' from DER, 255' right of centerline, up to 14' AGL/3184' MSL.  
Trees beginning 199' from DER, 175' right of centerline, up to 25' AGL/3194' MSL.  
Trees beginning 158' from DER, 159' left of centerline, up to 25' AGL/3194' MSL.  
**CON'T**

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## RAPID CITY, SD (CON'T)

### RAPID CITY RGNL (RAP) (CON'T)

**Rwy 32**, fence 1001' from DER, 750' right of centerline, up to 13' AGL/3233' MSL.  
Obstruction light 661' from DER, 242' left of centerline, up to 43' AGL/3213' MSL.  
Trees beginning 31' from DER, 262' right of centerline, up to 25' AGL/3254' MSL.  
Trees beginning 61' from DER, 146' left of centerline, up to 25' AGL/3204' MSL.

### DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 12OCT17 (17285) (FAA)

**Rwy 32**, heading as assigned by ATC.

## RAY S. MILLER AAF (KRYM)

### CAMP RIPLEY, MN

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05OCT23 (23278) (USA)

##### TAKEOFF MINIMUMS:

**Rwy 31**, 300-1 or std w/min climb of 552'/NM to 1600.

##### TAKEOFF OBSTACLES:

**Rwy 13**, terrain 73' from DER, 8' left and right of centerline, 1270' MSL.  
Vehicle 765' from DER, 638' left of centerline, 15' AGL/1180' MSL.  
Tree 1500' from DER, 152' left of centerline, 1183' MSL.  
Tree 929' from DER, 677' left of centerline, 1182' MSL.  
Tree 1352' from DER, 194' left of centerline, 1178' MSL.  
Terrain at DER, 500' right of centerline, 1162' MSL.  
Terrain 444' from DER, 619' right of centerline, 1162' MSL.  
**Rwy 31**, terrain 54' from DER, 9' left and right of centerline, 1273' MSL.  
Trees 798' from DER, 325' left and right of centerline, 64' AGL/1282' MSL.  
Tree 2185' from DER, 1002' left of centerline, 1304' MSL.  
Tree 3702' from DER, 1153' right of centerline, 1284' MSL.  
Tree 3709' from DER, 800' left of centerline, 1282' MSL.  
Tree 2728' from DER, 901' right of centerline, 1280' MSL.  
Tree 2181' from DER, 539' right of centerline, 1276' MSL.  
Tree 4673' from DER, 762' left of centerline, 1273' MSL.  
Tree 3899' from DER, 1182' right of centerline, 1267' MSL.  
Tree 2064' from DER, 804' right of centerline, 1267' MSL.  
Tree 4454' from DER, 178' left of centerline, 1264' MSL.  
Tree 1463' from DER, 737' right of centerline, 1224' MSL.

## RED WING, MN

### RED WING RGNL (RGK)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 13SEP18 (18256) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 9**, std. w/min. climb of 339' per NM to 1700.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, NAVAID 51' from DER, 75' left of centerline, 14' AGL/778' MSL.  
Trees beginning 273' from DER, 457' left of centerline, up to 787' MSL.  
Tree 523' from DER, 427' left of centerline, 790' MSL.  
Pole beginning 1079' from DER, 554' left of centerline, up to 37' AGL/812' MSL.  
Tree 1334' from DER, 332' right of centerline, 823' MSL.  
Tree 1369' from DER, 384' left of centerline, 816' MSL.  
Trees beginning 1383' from DER, 480' left of centerline, up to 820' MSL.  
Tree 1413' from DER, 771' right of centerline, 824' MSL.  
Trees beginning 1487' from DER, 264' right of centerline, up to 826' MSL.  
Trees beginning 1911' from DER, 429' right of centerline, up to 835' MSL.  
Trees beginning 1.2 NM from DER, 2172' left of centerline, up to 1032' MSL.  
Tree 1.2 NM from DER, 2019' left of centerline, 1039' MSL.  
Trees beginning 1.3 NM from DER, 1731' left of centerline, up to 1103' MSL.  
Tree, vehicles, terrain beginning 1.3 NM from DER, 3' left of centerline, up to 1119' MSL.  
Tree 1.6 NM from DER, 89' right of centerline, 1088' MSL.  
Trees beginning 1.6 NM from DER, 36' right of centerline, up to 1097' MSL.  
Trees beginning 1.6 NM from DER, 33' right of centerline, up to 1099' MSL.  
Trees beginning 1.8 NM from DER, 9' left of centerline, up to 1120' MSL.  
Trees beginning 1.8 NM from DER, 176' right of centerline, up to 1108' MSL.  
Tree 1.9 NM from DER, 20' right of centerline, 1123' MSL.  
Trees beginning 2 NM from DER, 13' left of centerline, up to 1127' MSL.  
Trees beginning 2 NM from DER, 24' right of centerline, up to 1125' MSL.  
Trees beginning 2 NM from DER, 12' right of centerline, up to 1130' MSL.  
Tree 2.1 NM from DER, 1401' right of centerline, 1134' MSL.  
Building, tree beginning 2.2 NM from DER, 307' right of centerline, up to 68' AGL/1139' MSL.  
Trees beginning 2.2 NM from DER, 7' left of centerline, up to 1162' MSL.  
Tree 2.2 NM from DER, 17' right of centerline, 1152' MSL.  
Tree 2.5 NM from DER, 1342' right of centerline, 1192' MSL.

CON'T



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## RED WING, MN (CON'T)

### RED WING RGNL (RGK) (CON'T)

**Rwy 27**, vehicles beginning 12' from DER, 33' right of centerline, up to 807' MSL.

Trees beginning 379' from DER, 510' right of centerline, up to 800' MSL.

Tree 2290' from DER, 1034' left of centerline, 838' MSL.

## REDWOOD FALLS, MN

### REDWOOD FALLS MUNI (RWF)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 5, 23**, NA-Environmental.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 12**, tree 62' from DER, 444' left of centerline, 1040' MSL.

Building 388' from DER, 377' right of centerline, 19' AGL/1040' MSL.

Building, sign, fence beginning 411' from DER, 458' right of centerline, up to 31' AGL/1052' MSL.

**Rwy 30**, trees 58' from DER, 379' left of centerline, 100' AGL/1114' MSL.

Trees, poles, buildings beginning 72' from DER, 5' left of centerline, up to 100' AGL/1118' MSL.

Trees, vehicle on road beginning 85' from DER, 306' right of centerline, up to 100' AGL/1111' MSL.

Tree 257' from DER, 234' right of centerline, 100' AGL/1114' MSL.

Trees beginning 429' from DER, 4' right of centerline, up to 100' AGL/1118' MSL.

Trees beginning 1462' from DER, 320' left of centerline, up to 100' AGL/1121' MSL.

Trees beginning 1634' from DER, 20' left of centerline, up to 100' AGL/1124' MSL.

Trees beginning 2746' from DER, 112' right of centerline, up to 100' AGL/1121' MSL.

Trees beginning 3276' from DER, 63' right of centerline, up to 100' AGL/1124' MSL.

## ROCHESTER, MN

### ROCHESTER INTL (RST)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20APR23 (23110) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, tree 2781' from DER, 1123' left of centerline, 1352' MSL.

**Rwy 13**, trees beginning 1500' from DER, 846' right of centerline, up to 1364' MSL.

Tree 1561' from DER, 826' right of centerline, 1365' MSL.

**Rwy 21**, light poles 10' from DER, 54' left of centerline, 2' AGL/1316' MSL.

**Rwy 31**, light poles 10' from DER, 5' left of centerline, 2' AGL/1269' MSL.

Light poles 10' from DER, 5' right of centerline, 2' AGL/1269' MSL.

## ROLLA, ND

### ROLLA MUNI/LEONARD KRECH FLD (06D)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JAN11 (22139) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 7, 25**, NA-Environmental.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, vehicle on road 49' from DER, 23' left of centerline, 15' AGL/1830' MSL.

Trees beginning 1232' from DER, 209' left of centerline, up to 80' AGL/1867' MSL.

**Rwy 32**, trees beginning 2207' from DER, 59' left of centerline, up to 80' AGL/1929' MSL.

Trees beginning 651' from DER, 80' right of centerline, up to 80' AGL/1939' MSL.

## ROSEAU, MN

### ROSEAU MUNI/RUDY BILLBERG FLD (ROX)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 02DEC21 (21336) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 6, 24**, NA-Environmental.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, poles 138' from DER, 491' right of centerline, up to 35' AGL/1095' MSL.

Building 258' from DER, 504' right of centerline, 17' AGL/1078' MSL.

Tree 1582' from DER, 336' left of centerline, 1101' MSL.

**Rwy 34**, sign 20' from DER, 199' left of centerline, 2' AGL/1047' MSL.

Vehicles on roadway and vegetation beginning 131' from DER, 459' left of centerline, up to 12' AGL/1068' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## ROSEBUD, SD

### ROSEBUD SIOUX TRIBAL (SUO)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07DEC17 (17341) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 16**, 300-1 ¾ or std. w/min. climb gradient of 240' per NM to 3500 or 1300-3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 16**, climb heading 177° to 3500 before turning left.

##### VCOA:

**Rwy 16**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Rosebud Sioux Tribal Airport at or above 3900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, light 10' from DER, 18' right of centerline, 2' AGL/2725' MSL.

Light 10' from DER, 17' left of centerline, 2' AGL/2725' MSL.

Fence 867' from DER, 184' left of centerline, 10' AGL/2751' MSL.

Ground 1256' from DER, 679' left of centerline, 2795' MSL.

Secondary Rd 1526' from DER, 809' left of centerline, 2807' MSL.

Tree 1770' from DER, 882' left of centerline, 2818' MSL.

**Rwy 34**, light 10' from DER, 17' right of centerline, 2' AGL/2684' MSL.

Light 10' from DER, 18' left of centerline, 2' AGL/2685' MSL.

Ground 448' from DER, 213' right of centerline, 2695' MSL.

Ground 493' from DER, 40' right of centerline, 2697' MSL.

Ground 496' from DER, 108' right of centerline, 2697' MSL.

Ground 504' from DER, 8' left of centerline, 2698' MSL.

Bush 555' from DER, 166' right of centerline, 2698' MSL.

Ground 556' from DER, 107' left of centerline, 2698' MSL.

Fence 623' from DER, 110' left of centerline, 3' AGL/2698' MSL.

## RUGBY, ND

### RUGBY MUNI (RUG)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24JUL14 (14205) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 12**, 300-1¾ or std. w/min. climb of 300' per NM to 2000.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 12**, trees beginning 1186' from DER, 432' left of centerline, up to 67' AGL/1620' MSL.

Elevators beginning 1.4 NM from DER, 819' right of centerline, up to 246' AGL/1804' MSL.

**Rwy 30**, edge light 11' from DER, 9' right of centerline, 1' AGL/1534' MSL.

Edge light 11' from DER, 20' left of centerline, 1' AGL/1534' MSL.

## RUSH CITY, MN

### RUSH CITY RGNL (ROS)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10FEB11 (11041) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, multiple trees beginning 27' from DER, 315' left of centerline, up to 100' AGL/ 969' MSL.

Multiple trees beginning 838' from DER, 226' right of centerline, up to 100' AGL/ 997' MSL.

Pole 1712' from DER, 811' left of centerline, 50' AGL/ 970' MSL.

**Rwy 34**, trees 91' from DER, 472' left of centerline, 100' AGL/ 939' MSL.

Trees 1173' from DER, 375' right of centerline, 100' AGL/ 1029' MSL.

Trees 2250' from DER, 928' left of centerline, 100' AGL/ 1009' MSL.

## RUSHFORD, MN

### RUSHFORD MUNI/ROBERT W BUNKE FLD (55Y)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 01FEB18 (22251) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 16**, climb heading 161° to 1800 before turning left.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, trees beginning 132' from DER, 448' left of centerline, up to 100' AGL/1280' MSL.

Trees beginning 899' from DER, 685' right of centerline, up to 100' AGL/1319' MSL.

**Rwy 34**, trees beginning 308' from DER, 147' right of centerline, up to 100' AGL/1299' MSL.

Trees beginning 761' from DER, 34' left of centerline, up to 100' AGL/1319' MSL.

Trees beginning 1169' from DER, 23' right of centerline, up to 100' AGL/1344' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## ST. CLOUD, MN

### ST CLOUD RGNL (STC)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27AUG09 (09239) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 5**, 300-1¼ or std. w/ min. climb of 201' per NM to 1300 or alternatively, with standard TAKEOFF minimums and a normal 200'/NM climb gradient, TAKEOFF must occur no later than 1100' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, tower 6201' from DER, 1416' left of centerline, 149' AGL/1179' MSL.

Multiple trees beginning 17' from DER, 373' right of centerline, up to 59' AGL/1081' MSL.

Multiple trees beginning 1752' from DER, 56' left of centerline, up to 80' AGL/1102' MSL.

**Rwy 13**, tree 1654' from DER, 884' right of centerline, 61' AGL/1078' MSL.

Tree 1265' from DER, 794' left of centerline, 42' AGL/1059' MSL.

**Rwy 23**, trees 2109' from DER, 29' right of centerline, up to 61' AGL/1082' MSL.

Trees 1725' from DER, 93' left of centerline, up to 55' AGL/1076' MSL.

Fence 74' from DER, 216' left of centerline, 2' AGL, 1023' MSL.

**Rwy 31**, terrain beginning 29' from DER, 50' right of centerline, up to 1083' MSL.

Terrain beginning 107' from DER, 7' left of centerline, up to 1060' MSL.

## ST. JAMES, MN

### ST JAMES MUNI (JYG)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 24MAY18 (18144) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 15**, climb to 1900 on heading 148° before turning eastbound.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, pole 8' from DER, 78' left of centerline, 4' AGL/1067' MSL.

Tree 58' from DER, 379' left of centerline, 1072' MSL.

Pole 1489' from DER, 611' left of centerline, 41' AGL/1112' MSL.

Tree, pole beginning 1510' from DER, 309' left of centerline, up to 1133' MSL.

Tree 2209' from DER, 79' right of centerline, 1124' MSL.

Trees beginning 2834' from DER, 25' left of centerline, up to 1139' MSL.

Tree 2849' from DER, 6' right of centerline, 1145' MSL.

Tree 2937' from DER, 5' left of centerline, 1142' MSL.

**Rwy 33**, pole 11' from DER, 78' left of centerline, 3' AGL/1063' MSL.

Pole 11' from DER, 78' right of centerline, 3' AGL/1063' MSL.

Tree 120' from DER, 326' left of centerline, 1066' MSL.

Trees beginning 2030' from DER, 911' left of centerline, up to 1134' MSL.

## ST PAUL, MN

### LAKE ELMO (21D)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05OCT23 (23278) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 4**, climb on heading 038° to 1600 before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, tree 7' from DER, 484' right of centerline, 986' MSL.

Building 88' from DER, 521' left of centerline, 28' AGL/959' MSL.

Trees beginning 379' from DER, 489' right of centerline, up to 999' MSL.

Trees beginning 487' from DER, 165' right of centerline, up to 1007' MSL.

Trees beginning 1231' from DER, 793' left of centerline, up to 993' MSL.

Tree 1370' from DER, 699' left of centerline, 994' MSL.

Tree 1482' from DER, 622' left of centerline, 1006' MSL.

Trees beginning 1612' from DER, 549' left of centerline, up to 1008' MSL.

Tree 1629' from DER, 793' left of centerline, 1019' MSL.

Trees beginning 1727' from DER, 129' left of centerline, up to 1029' MSL.

Tree 2225' from DER, 797' right of centerline, 1020' MSL.

Trees beginning 2447' from DER, 29' right of centerline, up to 1022' MSL.

Tree 3630' from DER, 669' right of centerline, 1029' MSL.

**Rwy 14**, tree 41' from DER, 494' left of centerline, 983' MSL.

Vehicle on road 98' from DER, 497' right of centerline, 936' MSL.

Tree 1174' from DER, 796' right of centerline, 990' MSL.

Trees beginning 1299' from DER, 738' left of centerline, up to 1004' MSL.

Trees beginning 1435' from DER, 216' left of centerline, up to 1010' MSL.

Tree 2760' from DER, 37' left of centerline, 1011' MSL.

Tree 2987' from DER, 72' left of centerline, 1012' MSL.

Trees beginning 3055' from DER, 1081' right of centerline, up to 1020' MSL.

Trees beginning 3189' from DER, 1034' right of centerline, up to 1022' MSL.

CON'T



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## ST PAUL, MN (CON'T)

### LAKE ELMO (21D) (CON'T)

**Rwy 22**, building beginning 100' from DER, 476' right of centerline, up to 22' AGL/947' MSL.

Pole 308' from DER, 492' right of centerline, 39' AGL/962' MSL.

Trees beginning 1517' from DER, 77' left of centerline, up to 983' MSL.

Trees beginning 1852' from DER, 134' left of centerline, up to 1001' MSL.

Tree 1911' from DER, 39' right of centerline, 973' MSL.

Tree 2357' from DER, 331' right of centerline, 986' MSL.

**Rwy 32**, terrain 11' from DER, 437' right of centerline, 926' MSL.

Building, tree beginning 572' from DER, 618' right of centerline, up to 23' AGL/950' MSL.

Tree 1007' from DER, 589' right of centerline, 975' MSL.

Tree 1081' from DER, 670' right of centerline, 978' MSL.

Pole 1414' from DER, 299' left of centerline, 47' AGL/965' MSL.

Pole beginning 1479' from DER, 66' left of centerline, up to 47' AGL/967' MSL.

Tree 2269' from DER, 181' right of centerline, 985' MSL.

Tree 4032' from DER, 1214' right of centerline, 1026' MSL.

## ST PAUL DOWNTOWN HOLMAN FLD (STP)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8A 17AUG17 (21112) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 31**, NA - Obstacles.

**Rwy 9**, std. w/min. climb of 340' per NM to 1300.

**Rwy 13**, std. w/min. climb of 235' per NM to 1500.

**Rwy 27**, 600-2 or std. w/min. climb of 442' per NM to 1500.

**Rwy 32**, std. w/min. climb of 340' per NM to 3000.

#### DEPARTURE PROCEDURE:

**Rwy 9**, climb heading 091° to 1400 before proceeding on course.

**Rwy 13**, climb heading 128° to 1300 before proceeding on course.

**Rwy 14**, climb heading 146° to 1400 before proceeding on course.

**Rwy 27**, climb heading 271° to 1700 before proceeding on course.

**Rwy 32**, climb heading 326° to 1400 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, mobile crane 1362' from DER, 124' left of centerline, 68' AGL/758' MSL.

Trees and silo 1464' from DER, 178' right of centerline, up to 116' AGL/816' MSL.

Trees and pole beginning 1.1 NM from DER, left and right of centerline, up to 100' AGL/1099' MSL.

**Rwy 13**, tree and tower beginning 1125' from DER, 609' left of centerline, up to 67' AGL/767' MSL.

Tree, pole, vent on building, stacks, and ol on stack beginning 1672' from DER, 55' right of centerline, up to 120' AGL/820' MSL.

Trees beginning 1.9 NM from DER, 2938' left of centerline, up to 100' AGL/1020' MSL.

**Rwy 14**, trees, OL on DME antenna, and pole beginning 290' from DER, 1' right of centerline, up to 129' AGL/819' MSL.

Trees and pole beginning 1099' from DER, 6' left of centerline, up to 87' AGL/777' MSL.

**Rwy 27**, trees, light pole, and flagpole beginning 617' from DER, 198' left of centerline, up to 119' AGL/829' MSL.

OL on antenna, buildings, tower, and tree beginning 810' from DER, 26' right of centerline, up to 165' AGL/955' MSL.

Trees and building beginning 3886' from DER, 120' left of centerline, up to 84' AGL/1014' MSL.

Tower 1.7 NM from DER, 633' left of centerline, 569' AGL/1279' MSL.

**Rwy 32**, vehicle on road, trees, railroad, poles, and NAVAID beginning 179' from DER, 267' right of centerline, up to 58' AGL/758' MSL.

Vehicle on road, railroad, and trees beginning 192' from DER, left and right of centerline, up to 59' AGL/759' MSL.

NAVAID 257' from DER, on centerline, 26' AGL/726' MSL.

Trees, poles, buildings, and tower beginning 3674' from DER, 616' right of centerline, up to 157' AGL/973' MSL.

Trees, buildings, tower, sign, and stack beginning 1924' from DER, 378' left of centerline, up to 143' AGL/969' MSL.

## SAUK CENTRE, MN

### SAUK CENTRE MUNI (D39)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25AUG11 (11237) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 8, 26**, NA -Environmental.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, tree 1269' from DER, 39' right of centerline, 80' AGL/1319' MSL.

**Rwy 32**, tree 1105' from DER, 136' left of centerline, 80' AGL/1299' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## **SIoux FALLS, SD**

JOE FOSS FLD (FSD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 8A 07DEC17 (21112) (FAA)

TAKEOFF MINIMUMS:

**Rwys 9, 27**, NA - ATC request.

**Rwy 33**, 200-1% or std w/min climb of 345' per NM to 1700.

DEPARTURE PROCEDURE:

**Rwy 3**, climb heading 30° to 2300 before turning eastbound.

**Rwy 15**, climb heading 150° to 2000, then right turn direct FSD VORTAC, continue climb in FSD VORTAC holding pattern (hold NW, left turn, 147° inbound) to cross FSD VORTAC at or above MEA for route of flight.

**Rwy 21**, climb heading 210° to 2200 before turning eastbound.

**Rwy 33**, climb heading 330° to 2300 before turning eastbound.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, rwy light, poles beginning 5' from DER, 3' left of centerline, up to 2' AGL/1432' MSL.

Rwy light 5' from DER, 5' right of centerline, 2' AGL/1432' MSL.

**Rwy 15**, pole, rwy light beginning 11' from DER, 39' left of centerline, up to 2' AGL/1424' MSL.

Rwy light 11' from DER, 40' right of centerline, 2' AGL/1424' MSL.

Fence 112' from DER, 457' left of centerline, 10' AGL/1435' MSL.

Poles beginning 553' from DER, 419' left of centerline, up to 22' AGL/1444' MSL.

Pole 919' from DER, 351' left of centerline, 26' AGL/1448' MSL.

Tank, tree beginning 1282' from DER, 222' left of centerline, up to 47' AGL/1472' MSL.

Poles beginning 1330' from DER, 708' right of centerline, up to 39' AGL/1460' MSL.

Pole 1609' from DER, 530' right of centerline, 44' AGL/1463' MSL.

T-L twr 1627' from DER, 806' left of centerline, 53' AGL/1474' MSL.

Poles beginning 1701' from DER, 180' right of centerline, up to 48' AGL/1468' MSL.

T-L twr, pole, tree beginning 1725' from DER, 210' left of centerline, up to 58' AGL/1480' MSL.

T-L twr 2592' from DER, 893' right of centerline, 68' AGL/1489' MSL.

Pole 2857' from DER, 314' right of centerline, 73' AGL/1495' MSL.

Building, tower, T-L twr, tree beginning 3053' from DER, 228' left of centerline, up to 106' AGL/1573' MSL.

Tree 3297' from DER, 413' right of centerline, 1514' MSL.

Tree 3344' from DER, 441' right of centerline, 1520' MSL.

**Rwy 21**, rwy light 4' from DER, 4' right of centerline, 2' AGL/1426' MSL.

Rwy light, sign beginning 4' from DER, 5' left of centerline, up to 2' AGL/1426' MSL.

Tree 424' from DER, 607' right of centerline, 1457' MSL.

Trees beginning 567' from DER, 543' right of centerline, up to 1458' MSL.

Trees beginning 986' from DER, 531' right of centerline, up to 1479' MSL.

**Rwy 33**, NAVAIIDs beginning 34' from DER, 113' right of centerline, up to 4' AGL/1431' MSL.

Tree, tank beginning 2121' from DER, 746' left of centerline, up to 1511' MSL.

Trees beginning 2403' from DER, 654' left of centerline, up to 1519' MSL.

Trees beginning 2483' from DER, 844' left of centerline, up to 1536' MSL.

Tree, pole beginning 2707' from DER, 263' left of centerline, up to 1537' MSL.

Poles beginning 3491' from DER, 366' right of centerline, up to 44' AGL/1518' MSL.

Tree, pole beginning 3546' from DER, 148' left of centerline, up to 1545' MSL.

NAVAID, pole beginning 3559' from DER, 147' left of centerline, up to 58' AGL/1577' MSL.

Pole 3594' from DER, 138' right of centerline, 40' AGL/1521' MSL.

Pole 3596' from DER, 139' right of centerline, 40' AGL/1522' MSL.

Tower, pole, NAVAID, tree beginning 3638' from DER, 79' left of centerline, up to 65' AGL/1586' MSL.

Tree 3677' from DER, 108' right of centerline, 1525' MSL.

Tree 3784' from DER, 362' right of centerline, 1537' MSL.

Trees beginning 4205' from DER, 5' right of centerline, up to 1545' MSL.

Tree 5300' from DER, 769' left of centerline, 1587' MSL.

Tree 5319' from DER, 1650' left of centerline, 1593' MSL.

Tree 5345' from DER, 888' left of centerline, 1601' MSL.

Tree, pole beginning 5392' from DER, 1026' left of centerline, up to 1607' MSL.

Trees beginning 6034' from DER, 1681' left of centerline, up to 1613' MSL.

## **SISSETON, SD**

SISSETON MUNI (8D3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
ORIG 21JUL16 (16203) (FAA)

TAKEOFF MINIMUMS:

**Rwys 4, 22**, NA-Environmental.

DEPARTURE PROCEDURE:

**Rwy 34**, climb heading 344° to 1600 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, poles beginning 1462' from DER, 709' left of centerline, 1216' MSL.

Fence beginning 51' from DER, crossing left to right, 5' AGL/1166' MSL.

Trees beginning 934' from DER, 710' right of centerline, 1235' MSL.

Pole 1508' from DER, 878' right of centerline, 41' AGL/1201' MSL.

Pole 1562' from DER, 638' right of centerline, 45' AGL/1205' MSL.

**Rwy 34**, trees beginning 832' from DER, 618' left of centerline, 1194' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## SLAYTON, MN

SLAYTON MUNI (DVP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22SEP11 (11265) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, trees beginning 951' from DER, 345' right of centerline, up to 100' AGL/1723' MSL.

Power lines beginning 1531' from DER, left and right of centerline, 40' AGL/1663' MSL.

Vehicle on road beginning at DER, 234' right of centerline, 15' AGL/1638' MSL.

Terrain beginning 65' from DER, left and right of centerline up to 1657' MSL.

**Rwy 35**, trees beginning 1034' from DER, left and right of centerline, up to 100' AGL/1715' MSL.

Power lines beginning 892' from DER, 206' left of centerline, 40' AGL/1655' MSL.

Vehicle on roads beginning at DER, 230' left and right of centerline, 15' AGL/1630' MSL.

Terrain beginning 271' from DER, left and right of centerline up to 1650' MSL.

## SOUTH ST PAUL, MN

SOUTH ST PAUL MUNI/RICHARD E FLEMING FLD (SGS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13NOV14 (22307) (FAA)

TAKEOFF MINIMUMS:

**Rwy 16**, 300-1% or std. w/min. climb of 225' per NM to 1200 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.**Rwy 34**, 200-1% or std. w/min. climb of 220' per NM to 1100 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, tree, 1' from DER, 321' left of centerline, 56' AGL/877' MSL.

Trees beginning 108' from DER, 103' left of centerline, up to 68' AGL/889' MSL.

Trees beginning 1021' from DER, 88' left of centerline, up to 85' AGL/898' MSL.

Trees beginning 116' from DER, 193' right of centerline, up to 75' AGL/894' MSL.

Trees beginning 1108' from DER, 78' right of centerline up to 64' AGL/875' MSL.

Trees beginning 2123' from DER, 444' right of centerline, up to 100' AGL/1069' MSL.

**Rwy 34**, poles, trees and buildings beginning 76' from DER, 274' left of centerline, up to 79' AGL/880' MSL.

Poles and trees beginning 1021' from DER, 6' left of centerline, up to 82' AGL/901' MSL.

Trees beginning 2048' from DER, 71' left of centerline, up to 68' AGL/889' MSL.

Tower 1 mile from DER, 657' left of centerline, 103' AGL/987' MSL.

Trees and buildings beginning 84' from DER, 351' right of centerline, up to 38' AGL/856' MSL.

Trees beginning 1042' from DER, 54' right of centerline, up to 72' AGL/892' MSL.

Trees beginning 2017' from DER, 10' right of centerline, up to 80' AGL/899' MSL.

## SPEARFISH, SD

BLACK HILLS/CLYDE ICE FLD (SPF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08NOV18 (21336) (FAA)

DEPARTURE PROCEDURE:

Use SWUNG (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, lighting 9' from DER, 17' right of centerline, 2' AGL/3897' MSL.

Lighting beginning 9' from DER, 17' left of centerline, up to 2' AGL/3897' MSL.

Terrain beginning 185' from DER, 320' right of centerline, up to 3904' MSL.

Terrain 338' from DER, 496' right of centerline, 3905' MSL.

Lighting 487' from DER, 579' right of centerline, 1' AGL/3909' MSL.

Terrain 562' from DER, 628' right of centerline, 3911' MSL.

Vehicle on traverse way 1071' from DER, 480' right of centerline, 3931' MSL.

**Rwy 31**, lighting 9' from DER, 18' left of centerline, 2' AGL/3886' MSL.

Lighting 9' from DER, 17' right of centerline, 2' AGL/3886' MSL.

Terrain beginning 53' from DER, 356' left of centerline, up to 3918' MSL.

Terrain 142' from DER, 394' right of centerline, 3897' MSL.

Terrain 192' from DER, 492' right of centerline, 3902' MSL.

Terrain beginning 328' from DER, 395' right of centerline, up to 3907' MSL.

Terrain beginning 346' from DER, 450' left of centerline, up to 3929' MSL.

Terrain 592' from DER, 641' left of centerline, 3942' MSL.

Pole, terrain beginning 734' from DER, 446' left of centerline, up to 9' AGL/3986' MSL.

Tree 1.1 NM from DER, 2402' right of centerline, 4084' MSL.

Trees, vehicle on traverse way beginning 1.2 NM from DER, 1993' right of centerline, up to 4112' MSL.

Trees, terrain, vehicle on traverse way beginning 1.2 NM from DER, 1883' right of centerline, up to 4126' MSL.

Terrain, trees beginning 1.2 NM from DER, 1786' right of centerline, up to 4155' MSL.

Vehicle on traverse way 1.3 NM from DER, 2624' right of centerline, 4217' MSL.

Trees, terrain beginning 1.3 NM from DER, 744' right of centerline, up to 4228' MSL.



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## SPRINGFIELD, MN

### SPRINGFIELD MUNI (D42)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10JAN13 (13010) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning 267' from DER, 267' right of centerline, up to 100' AGL/1149' MSL.  
 Building 802' from DER, 684' left of centerline, up to 30' AGL/1089' MSL.  
 Trees beginning 763' from DER, 603' left of centerline, up to 100' AGL/1159' MSL.  
 Trees beginning 1083' from DER, 240' right of centerline, up to 100' AGL/1169' MSL.  
 Trees beginning 3562' from DER, 98' left of centerline, up to 100' AGL/1169' MSL.  
**Rwy 31**, trees beginning 2248' from DER, 183' left of centerline, up to 100' AGL/1189' MSL.  
 Building 604' from DER, 563' right of centerline, up to 30' AGL/1109' MSL.  
 Trees beginning 656' from DER, 481' right of centerline, up to 100' AGL/1169' MSL.  
 Trees beginning 3889' from DER, 1495' right of centerline, up to 100' AGL/1199' MSL.

## STANLEY, ND

### STANLEY MUNI (08D)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 29DEC22 (22363) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, vehicles on roadway, vegetation beginning 2' from DER, 290' right of centerline, up to 2257' MSL.  
 Pole 162' from DER, 488' left of centerline, 31' AGL/2269' MSL.  
 Tree 351' from DER, 512' right of centerline, 57' AGL/2288' MSL.  
**Rwy 28**, vegetation, light poles beginning 4' from DER, 68' right of centerline, up to 2253' MSL.  
 Vegetation 115' from DER, 484' right of centerline, 2255' MSL.

## STAPLES, MN

### STAPLES MUNI (SAZ)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31MAY12 (12152) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 14**, 400-2 or std. w/min. climb of 285' per NM to 1800.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, towers beginning 1.60 NM from DER, 1868' right of centerline, up to 367' AGL/1634' MSL.  
 Vehicles on road and trees beginning 38' from DER, 76' right of centerline, up to 63' AGL/1332' MSL.  
 Vehicles on road, trees and pole beginning 38' from DER, 77' left of centerline, up to 63' AGL/1342' MSL.  
**Rwy 32**, vehicles on road and trees beginning 228' from DER, 8' right of centerline, up to 85' AGL/1374' MSL.  
 Vehicles on road and trees beginning 2' from DER, 18' left of centerline, up to 79' AGL/1368' MSL.

## STURGIS, SD

### STURGIS MUNI (49B)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15OCT15 (15288) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 5, 23**, NA-Environmental.

#### DEPARTURE PROCEDURE:

**Rwy 11**, climb heading 096° to 5200, then climbing right turn to 7000 direct RAP VORTAC.  
**Rwy 29**, climb heading 291° to 5000, then climbing right turn to 7000 direct RAP VORTAC.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 11**, fence 37' from DER, 347' left of centerline, 6' AGL/3210' MSL.  
**Rwy 29**, trees 63' from DER, 271' right of centerline, up to 20' AGL/3265' MSL.  
 Ground 134' from DER, 443' left of centerline, 3248' MSL.

## THIEF RIVER FALLS, MN

### THIEF RIVER FALLS RGNL (TVF)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 13NOV14 (14317) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, light 41' from DER, 77' left of centerline, 2' AGL/1120' MSL.  
 Terrain 2' from DER, 255' right of centerline, 1119' MSL.  
 Light 41' from DER, 75' right of centerline, 2' AGL/1120' MSL.  
 Road with vehicle beginning 578' from DER, 595' right of centerline, up to 15' AGL/1135' MSL.  
**Rwy 13**, lights beginning 6' from DER, 4' left of centerline, up to 2' AGL/1114' MSL.  
 Sign 22' from DER, 253' left of centerline, 3' AGL/1114' MSL.  
 Lights beginning 6' from DER, 5' right of centerline, up to 2' AGL/1114' MSL.  
**Rwy 22**, utilities and lights beginning 10' from DER, 77' left of centerline, up to 4' AGL/1115' MSL.  
 Sign 38' from DER, 197' left of centerline, 4' AGL/1115' MSL.  
 Light 40' from DER, 77' right of centerline, 3' AGL/1114' MSL.  
 Trees beginning 545' from DER, 183' right of centerline, up to 91' AGL/1181' MSL.  
**Rwy 31**, lights beginning 9' from DER, 39' left of centerline, up to 3' AGL/1116' MSL.  
 Trees beginning 275' from DER, 549' left of centerline, up to 61' AGL/1172' MSL.  
 Lights beginning 9' from DER, 40' right of centerline, up to 2' AGL/1116' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## TIOGA, ND

### TIOGA MUNI (D60)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13SEP18 (18256) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 3, 21**, NA-Environmental.**Rwy 30**, 300 - 1 1/4 or std. w/min. climb of 249' per NM to 2500, or alternately, with std. takeoff minimums and a normal 200' per mile climb gradient, takeoff must occur no later than 2200' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 12**, lighting 10' from DER, 18' right of centerline, 2' AGL/2272' MSL.

Lighting 10' from DER, 15' left of centerline, 2' AGL/2273' MSL.

Pole, traverse way beginning 630' from DER, 144' right of centerline, up to 23' AGL/2311' MSL.

**Rwy 30**, lighting 9' from DER, 18' right of centerline, 2' AGL/2242' MSL.

Lighting 9' from DER, 18' left of centerline, 2' AGL/2242' MSL.

Building 554' from DER, 640' right of centerline, 27' AGL/2264' MSL.

General utility 4410' from DER, 1465' right of centerline, 170' AGL/2366' MSL.

Stack 5674' from DER, 1751' right of centerline, 167' AGL/2417' MSL.

## TOWER, MN

### TOWER MUNI (12D)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 8**, NA-Obstacles.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 26**, tree 2315' from DER, 700' right of centerline, 100' AGL/1479' MSL.

## TRACY, MN

### TRACY MUNI (TKC)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 31DEC20 (20366) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 17, 35**, NA-Environmental.**Rwy 29**, 300-224' or std. w/min. climb of 250' per NM to 1800.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 11**, tree 56' from DER, 174' right of centerline, 20' AGL/1342' MSL.

Numerous trees and bushes beginning 137' from DER, 86' left of centerline, up to 100' AGL/1410' MSL.

**Rwy 29**, tower 1.9 NM from DER, 1951' left of centerline, 265' AGL/1625' MSL.

## TWO HARBORS, MN

### RICHARD B. HELGESON (TWM)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUN11 (11181) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 15, 33**, NA-Environmental.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, multiple trees, beginning 20' from DER, 44' right of centerline, up to 40' AGL/1122' MSL.

Multiple trees, beginning 46' from DER, 201' left of centerline, up to 40' AGL/1126' MSL.

**Rwy 24**, multiple trees, beginning 13' from DER, 61' right of centerline, up to 40' AGL/1156' MSL.

Multiple trees, beginning 56' from DER, 97' left of centerline, up to 40' AGL/1138' MSL.

## VALLEY CITY, ND

### BARNES COUNTY MUNI (BAC)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 10SEP20 (20254) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 5, 8, 17, 23, 26, 35**, NA-Environmental.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, vehicle on road, 111' from DER, 356' right of centerline, 15' AGL/1396' MSL.

Trees beginning 644' from DER, 242' right of centerline, up to 40' AGL/1421' MSL.

**Rwy 31**, terrain beginning 32' from DER, 20' right of centerline, up to 1424' MSL.

Vehicle on road 38' from DER, 285' right of centerline, 15' AGL/1418' MSL.

Fence 71' from DER, 292' left of centerline, 4' AGL/1407' MSL.

Terrain beginning 120' from DER, 125' left of centerline, up to 1447' MSL.

Fence 198' from DER, 299' right of centerline, 4' AGL/1408' MSL.

Trees beginning 365' from DER, 10' left of centerline, up to 40' AGL/1457' MSL.

Tree 545' from DER, 607' right of centerline, 16' AGL/1436' MSL.



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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NC-1



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## VERMILLION, SD

HAROLD DAVIDSON FLD (VMR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27AUG09 (22083) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, road 1' from DER, 200' right of centerline, up to 15' AGL/1156' MSL.

Multiple trees beginning 541' from DER, 366' right of centerline, up to 62' AGL/1202' MSL.

**Rwy 30**, road 79' from DER 342' left of centerline 15' AGL/1155' MSL.

Road 200' from DER, 450' right of centerline, 15' AGL/1160' MSL.

Fence 199' from DER, 347' left of centerline, 6' AGL/1150' MSL.

## WADENA, MN

WADENA MUNI (ADC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22AUG13 (13234) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 34**, runway lights beginning 38' from DER, 76' left and right of centerline 5' AGL/1369' MSL.

Rising terrain and trees beginning 69' from DER, 267' left of centerline, up to 20' AGL/1381' MSL.

Trees beginning 1678' from DER, 213' right of centerline, up to 91' AGL/1436' MSL.

Trees beginning 2445' from DER, 272' right of centerline, up to 96' AGL/1447' MSL.

## WAGNER, SD

WAGNER MUNI (AGZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17OCT13 (13290) (FAA)

TAKEOFF MINIMUMS:

**Rwys 14, 32**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, vehicles on roadway beginning 629' from DER, 162' right of centerline, up to 15' AGL/1485' MSL.

Trees beginning 700' from DER, 227' right of centerline, up to 49' AGL/1514' MSL.

Trees beginning 727' from DER, 532' left of centerline, up to 44' AGL/1508' MSL.

Building and pole beginning 781' from DER, 416' left of centerline, up to 26' AGL/1491' MSL.

Trees beginning 881' from DER, 229' right of centerline, up to 40' AGL/1505' MSL.

Tree 1239' from DER, 558' left of centerline, 36' AGL/1501' MSL.

**Rwy 27**, terrain 13' from DER, 371' right of centerline, 1478' MSL.

Vehicles on roadway beginning 338' from DER, 556' right of centerline, up to 15' AGL/1494' MSL.

Tree 939' from DER, 462' left of centerline, 32' AGL/1509' MSL.

Trees beginning 1331' from DER, 409' right of centerline, up to 53' AGL/1530' MSL.

## WAHPETON, ND

HARRY STERN (BWP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30JUN11 (11181) (FAA)

TAKEOFF MINIMUMS:

**Rwys 3, 21**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 15**, trees beginning 1020' from DER, 114' left of centerline, up to 74' AGL/ 1033' MSL.

Trees beginning 2753' from DER, 457' right of centerline, up to 86' AGL/1045' MSL.

**Rwy 33**, electrical system 657' from DER, 632' right of centerline, 71' AGL/1010' MSL.

Trees beginning 714' from DER, 33' right of centerline, up to 70' AGL/ 1039' MSL.

Electrical system 1570' from DER, 258' right of centerline, 68' AGL/1032' MSL.

Trees beginning 1326' from DER, 15' left of centerline, up to 75' AGL/1039' MSL.

## WALHALLA, ND

WALHALLA MUNI (96D)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05MAY11 (11125) (FAA)

TAKEOFF MINIMUMS:

**Rwy 15**, 400-2¼ or std. w/min. climb gradient of 260' per NM to 1500.

DEPARTURE PROCEDURE:

**Rwy 15**, Climb heading 164° to 1500 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 15**, vehicles on roadway beginning 478' from DER, 583' right of centerline, 15' AGL/969' MSL.

Trees beginning 734' from DER, 623' right to 708' left of centerline, up to 100' AGL/1054' MSL.

**Rwy 33**, trees beginning 53' from DER, 12' left to 654' right of centerline, up to 100' AGL/1 049' MSL.

Power lines beginning 81' from DER, 266' left of centerline, up to 70' AGL/1019' MSL.

Vehicles on roadway beginning 113' from DER, 490' left of centerline, 15' AGL/964' MSL.



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## WALKER, MN

### WALKER MUNI (Y49)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03APR14 (14093) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 33**, 300-1¼ or std. w/min. climb of 235' per NM to 1600, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, terrain beginning 1' from DER, 1' right of centerline crossing left of centerline, 1408' MSL.

Lights 38' from DER, 76' left and right of centerline, 2' AGL/1348' MSL.

Trees beginning 220' from DER, 466' right of centerline, up to 50' AGL/1396' MSL.

Trees beginning 330 from DER, 408' left of centerline, up to 38' AGL/1384' MSL.

Trees beginning 453' from DER, 400' left and right crossing centerline, up to 48' AGL/1453' MSL.

**Rwy 33**, lights 38' from DER, 77' left and right of centerline, 3' AGL/1348' MSL.

Terrain beginning 84' from DER, 37' left and right of centerline, 1418' MSL.

Vehicle on road 250' from DER, 455' right of centerline, 15' AGL/1360' MSL.

Tree 328' from DER, 200' right of centerline, 6' AGL/1354' MSL.

Trees beginning 420' from DER, 370' left of centerline, up to 55' AGL/1388' MSL.

Trees beginning 903' from DER, 19' right and left of centerline, up to 39' AGL/1392' MSL.

Trees beginning 2213' from DER, 100' left and right crossing centerline, up to 72' AGL/1404' MSL.

Terrain beginning 2916' from DER, 20' left and right of centerline, 1503' MSL.

Trees beginning 3597' from DER, 400' left and right crossing centerline, up to 128' AGL/1509' MSL.

## WARREN, MN

### WARREN MUNI (D37)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 08JAN15 (15008) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 4, 22**, NA-Environmental.

##### DEPARTURE PROCEDURE:

**Rwy 30**, climb runway heading to 1400 before turning on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 12**, trees beginning 379' from DER, 306' left of centerline, up to 86' AGL/973' MSL.

Light support structure 3' from DER, 17' right of centerline, 2' AGL/888' MSL.

Trees beginning 926' from DER, left and right of centerline, up to 71' AGL/955' MSL.

**Rwy 30**, trees beginning 30' from DER, 86' right of centerline, up to 15' AGL/904' MSL.

Trees, poles and antenna beginning 331' from DER, 373' right of centerline, up to 62' AGL/948' MSL.

Trees and bush beginning 51' from DER, 36' left of centerline, up to 68' AGL/954' MSL.

Vehicles on road beginning 233' from DER, 179' right of centerline, up to 15' AGL/906' MSL.

## WARROAD, MN

### WARROAD INTL MEML (RRT)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 23JUN16 (21112) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 4, 22**, NA-Environmental.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, pole 148' from DER, 471' right of centerline, 24' AGL/1093' MSL.

## WASECA, MN

### WASECA MUNI/MAYNARD RICHARD STENSRUD FLD (ACQ)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (22307) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, tree 560' from DER, 560' right of centerline, 100' AGL/1239' MSL.

Terrain beginning 172' from DER, on centerline, up to 1149' MSL.

**Rwy 33**, tree 5042' from DER, 1533' right of centerline, 100' AGL/1259' MSL.

## WATERTOWN, SD

### WATERTOWN RGNL (ATY)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 26MAY16 (16147) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 30**, light 10' from DER, 30' left of centerline, 1' AGL/1749' MSL.

Light 11' from DER, 30' right of centerline, 1' AGL/1749' MSL.

Tree, 2091' from DER, 34' right of centerline, 100' AGL/1806' MSL.

Tree 2241' from DER, 812' left of centerline, 100' AGL/1805' MSL.

**Rwy 35**, sign, 102' from DER, 4' left of centerline, 10' AGL/1750' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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## WATFORD CITY, ND

### WATFORD CITY MUNI (S25)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07OCT21 (21280) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 30**, 300-1% or std. w/min. climb of 330' per NM to 2500.

##### DEPARTURE PROCEDURE:

**Rwy 30**, climb on heading 296° to 2600 before turning left.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 12**, terrain beginning 2' from DER, 116' right of centerline, up to 2147' MSL.

Terrain beginning 9' from DER, 106' left of centerline, up to 2144' MSL.

Terrain 15' from DER, 444' left of centerline, 2176' MSL.

Terrain beginning 115' from DER, 184' left of centerline, up to 2187' MSL.

Terrain 518' from DER, 546' right of centerline, 2148' MSL.

Vehicles on road and terrain beginning 686' from DER, 482' right of centerline, up to 2170' MSL.

Terrain beginning 1395' from DER, 759' right of centerline, up to 2180' MSL.

Terrain 1507' from DER, 865' right of centerline, 2182' MSL.

Terrain 1656' from DER, 871' right of centerline, 2186' MSL.

Fence and terrain beginning 1730' from DER, 845' right of centerline, up to 5' AGL/2197' MSL.

**Rwy 30**, fence 190' from DER, 17' left of centerline, 11' AGL/2069' MSL.

Pole 191' from DER, 442' left of centerline, 15' AGL/2078' MSL.

Fence 206' from DER, 6' right of centerline, 11' AGL/2070' MSL.

Poles, vehicles on road and tree beginning 238' from DER, 48' left of centerline, up to 16' AGL/2080' MSL.

Tree 326' from DER, 1' right of centerline, 2077' MSL.

Vehicles on road and poles beginning 437' from DER, 31' right of centerline, up to 2078' MSL.

Trees beginning 438' from DER, 406' left of centerline, up to 2121' MSL.

Trees, antenna, poles, buildings and sign beginning 631' from DER, 2' right of centerline, up to 2122' MSL.

Trees, building, terrain and pole beginning 685' from DER, 9' left of centerline, up to 2123' MSL.

Trees beginning 1336' from DER, 213' right of centerline, up to 2124' MSL.

Tree 3166' from DER, 68' right of centerline, 2148' MSL.

Trees 1 NM from DER, 2112' left of centerline, up to 2245' MSL.

Trees beginning 1.1 NM from DER, 1323' left of centerline, up to 2252' MSL.

Pole, towers and tree beginning 1.2 NM from DER, 1802' left of centerline, up to 139' AGL/2379' MSL.

Tank 1.3 NM from DER, 1997' left of centerline, 132' AGL/2356' MSL.

## WESSINGTON SPRINGS, SD

### WESSINGTON SPRINGS (4X4)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07DEC17 (17341) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 30**, std. w/ min. climb of 240' per NM to 2400 or 1400 - 3 for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 12**, climb on heading 127° to 2000 before turning right.**Rwy 30**, climb on heading 313° to 2400 before turning left.

##### VCOA:

**Rwy 30**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Wessington

Springs airport at or above 2800 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 12**, pole 10' from DER, 10' right of centerline, 2' AGL/1531' MSL.

Fence beginning 127' from DER, 493' right of centerline, up to 9' AGL/1539' MSL.

Tree 1753' from DER, 759' right of centerline, 50' AGL/1575' MSL.

Pole 2003' from DER, 1030' right of centerline, 57' AGL/1580' MSL.

**Rwy 30**, pole 10' from DER, 9' left of centerline, 1546' MSL.

Fence 12' from DER, 498' left of centerline, 9' AGL/1554' MSL.

Tree 812' from DER, 332' right of centerline, 1565' MSL.

Pole 4998' from DER, 320' left of centerline, 73' AGL/1672' MSL.

Tree 1.2 NM from DER, 1336' left of centerline, 1731' MSL.

Trees beginning 1.3 NM from DER, 2293' left of centerline, up to 1771' MSL.

Trees beginning 1.4 NM from DER, 2587' left of centerline, up to 1794' MSL.

Tree 1.6 NM from DER, 2761' left of centerline, up to 1805' MSL.

Tree 1.8 NM from DER, 3351' left of centerline, 1845' MSL.

Tree, terrain beginning 1.9 NM from DER, 3408' left of centerline, up to 1887' MSL.

Tree beginning 2 NM from DER, 3138' left of centerline, up to 1890' MSL.

Tree and pole beginning 2.1 NM from DER, 2642' left of centerline, up to 40' AGL/1926' MSL.

Trees beginning 2.2 NM from DER, 1876' left of centerline, up to 100' AGL/1932' MSL.

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## WHEATON, MN

WHEATON MUNI (ETH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwys 6, 24, NA – ATC.

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, electrical pole beginning 9' from DER, 16' right of centerline, up to 1024' MSL.  
 Tree 87' from DER, 136' right of centerline, up to 1025' MSL.  
 Tree 110' from DER, 155' left of centerline, up to 1026' MSL.  
 Tree 178' from DER, 480' left of centerline, up to 49' AGL/1072' MSL.  
 Tree 252' from DER, 478' left of centerline, up to 55' AGL/1078' MSL.  
 Tree 487' from DER, 616' right of centerline, up to 79' AGL/1102' MSL.  
 Tree, pole beginning 384' from DER, 22' left of centerline, up to 93' AGL/1116' MSL.  
 Tree, pole, building beginning 540' from DER, 3' right of centerline, up to 102' AGL/1125' MSL.  
 Trees beginning 2209' from DER, 339' right of centerline, up to 109' AGL/1132' MSL.  
 Trees beginning 2344' from DER, 342' right of centerline, up to 114' AGL/1137' MSL.  
 Trees beginning 2418' from DER, 499' right of centerline, up to 115' AGL/1138' MSL.  
 Trees beginning 2531' from DER, 133' right of centerline, up to 116' AGL/1139' MSL.  
 Tree 2882' from DER, 728' right of centerline, up to 121' AGL/1144' MSL.  
 Trees beginning 2901' from DER, 2' right of centerline, up to 125' AGL/1148' MSL.  
 Trees beginning 3499' from DER, 103' left of centerline, up to 103' AGL/1126' MSL.  
 Tree 3571' from DER, 80' left of centerline, up to 105' AGL/1128' MSL.  
 Tree 3664' from DER, 35' left of centerline, up to 108' AGL/1131' MSL.  
 Trees beginning 3700' from DER, 26' left of centerline, up to 110' AGL/1143' MSL.  
 Trees beginning 4490' from DER, 67' left of centerline, up to 120' AGL/1143' MSL.  
**Rwy 34**, building 1' from DER, 453' right of centerline, up to 18' AGL/1035' MSL.  
 Electrical pole beginning 8' from DER, 16' left of centerline, up to 1018' MSL.  
 Tree, sign beginning 96' from DER, 361' right of centerline, up to 23' AGL/1040' MSL.  
 Building beginning 236' from DER, 515' right of centerline, up to 29' AGL/1044' MSL.  
 Tree 870' from DER, 683' right of centerline, up to 31' AGL/1046' MSL.  
 Tree 964' from DER, 515' right of centerline, up to 63' AGL/1078' MSL.

## WILLISTON, ND

WILLISTON BASIN INTL (XWA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17JUN21 (21168) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 32**, vehicles on road beginning 6' from DER, 372' right of centerline, up to 2317' MSL.  
 Pole, vehicles on road beginning 101' from DER, 206' right of centerline, up to 65' AGL/2368' MSL.

## WILLMAR, MN

WILLMAR MUNI/JOHN L RICE FLD (BDH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 06DEC18 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwys 3, 21, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 31**, tree 1338' from DER, 740' left of centerline, 67' AGL/1193' MSL.

## WINDOM, MN

WINDOM MUNI (MWM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18NOV10 (10322) (FAA)

TAKEOFF MINIMUMS:

**Rwy 35**, 200-1% or std. w/ min. climb of 225' per NM to 1700, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, trees beginning 1074' from DER, 461' right of centerline, up to 100' AGL/1409' MSL.  
**Rwy 35**, trees beginning 1.1 NM from DER, 2057' right of centerline, up to 100' AGL/1599' MSL.

## WINNER, SD

WINNER RGNL (ICR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 21JUL16 (16203) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 21, NA-Environmental.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

25163

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

25163

## WINONA, MN

WINONA MUNI/MAX CONRAD FLD (ONA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 22JUN17 (24305) (FAA)

TAKEOFF MINIMUMS:

**Rwy 30**, 700-2¾ w/min climb of 318' per NM to 1700 or std w/min climb of 454' per NM to 1300 or 1400-2¾ for VCOA.

DEPARTURE PROCEDURE:

**Rwy 12**, climb heading 110° to 1900 before turning.**Rwy 30**, climb heading 300° to 1400 before turning.

VCOA:

**Rwy 30**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Winona Muni/Max Conrad Fld at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, fence beginning 89' from DER, 102' right of centerline, 5' AGL/660' MSL.

Trees beginning 958' from DER, left and right of centerline, up to 87' AGL/737' MSL.

**Rwy 30**, trees beginning 789' from DER, 28' right of centerline, 104' AGL/758' MSL.

Tree 56' from DER, 431' left of centerline, 12' AGL/666' MSL.

## WORTHINGTON, MN

WORTHINGTON MUNI (OTG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 27JAN22 (22027) (FAA)

TAKEOFF MINIMUMS:

**Rwy 18**, 300-1½ or std. w/min. climb of 240' per NM to 1900.

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, general utility pole 34' from DER, 78' left of centerline, 5' AGL/1577' MSL.

General utility pole 34' from DER, 77' right of centerline, 4' AGL/1577' MSL.

Pole 454' from DER, 529' right of centerline, 25' AGL/1598' MSL.

Pole 517' from DER, 616' right of centerline, 36' AGL/1609' MSL.

Pole 593' from DER, 536' right of centerline, 37' AGL/1610' MSL.

Building 702' from DER, 626' right of centerline, 37' AGL/1611' MSL.

NAVAID 1200' from DER, 432' left of centerline, 36' AGL/1606' MSL.

Pole 4280' from DER, 1613' right of centerline, 106' AGL/1682' MSL.

**Rwy 29**, terrain 17' from DER, 2' right of centerline, 1574' MSL.

Vehicles beginning 105' from DER, 257' left of centerline, up to 1587' MSL.

Trees beginning 1082' from DER, 474' left of centerline, up to 1625' MSL.

## YANKTON, SD

CHAN GURNEY MUNI (YKN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17JUN21 (21168) (FAA)

DEPARTURE PROCEDURE:

**Rwy 2**, climb on heading 018° to 1900 before turning east.**Rwy 13**, climb on heading 137° to 2100 before turning east.

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees beginning 21' from DER, 50' right of centerline, up to 100' AGL/1400' MSL.

Trees beginning 59' from DER, 35' left of centerline, up to 100' AGL/1416' MSL.

Trees beginning 869' from DER, 7' right of centerline, up to 100' AGL/1403' MSL.

Trees beginning 4827' from DER, 368' left of centerline, up to 100' AGL/1419' MSL.

**Rwy 13**, pole 325' from DER, 524' right of centerline, 11' AGL/1281' MSL.**Rwy 20**, tree 78' from DER, 72' right of centerline, 100' AGL/1367' MSL.

Trees beginning 160' from DER, 29' right of centerline, up to 100' AGL/1370' MSL.

Trees beginning 198' from DER, 246' left of centerline, up to 100' AGL/1350' MSL.

Trees beginning 361' from DER, 39' left of centerline, up to 100' AGL/1354' MSL.

Trees beginning 2792' from DER, 319' right of centerline, up to 100' AGL/1373' MSL.

Trees beginning 3439' from DER, 624' right of centerline, up to 100' AGL/1377' MSL.

**Rwy 31**, tree 474' from DER, 421' right of centerline, 1319' MSL.

Tree 635' from DER, 228' right of centerline, 1324' MSL.

Trees beginning 846' from DER, 555' left of centerline, up to 1358' MSL.

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability.

**⚠️NA** designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the **⚠️NA** designation are not listed in this section. **⚠️** designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

Alternate Minima (ref: 14 CFR 91.169)

|  | Precision Approach  | Non-Precision Approach |
|--|---|------------------------|
| Standard                               | 600-2   | 800-2                  |
| <b>⚠️</b> Non-Standard or restrictions | As indicated below  | As indicated below     |
| Helicopters                            | For the selected approach:<br>Ceiling: 200' above published ceiling<br>Visibility: the greater of 1 SM visibility or the published visibility |                        |
| US Military<br>(USA/USN/USAF)          | See Service Regulations   |                        |

**Note:** For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).

NAMEALTERNATE MINIMUMS

ABERDEEN, SD

ABERDEEN  
RGNL (ABR).....ILS or LOC Rwy 31<sup>1</sup>  
RNAV (GPS) Rwy 13<sup>2</sup>  
RNAV (GPS) Rwy 17<sup>2</sup>  
RNAV (GPS) Rwy 31<sup>2</sup>  
RNAV (GPS) Rwy 35<sup>2</sup>  
VOR Rwy 13<sup>2</sup>  
VOR Rwy 31<sup>2</sup>

<sup>1</sup>LOC, Category D, 900-2½.  
<sup>2</sup>Category D, 900-2½.

AITKIN, MN

AITKIN MUNI/STEVE KURTZ  
FLD (AIT).....RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34  
NA when local weather not available.

ALBERT LEA, MN

ALBERT LEA  
MUNI (AEL).....RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35  
VOR Rwy 17<sup>1</sup>  
VOR Rwy 35<sup>2</sup>

NA when local weather not available.  
<sup>1</sup>Category C, 800-2½, Category D, 800-2½.  
<sup>2</sup>Category D, 800-2½.

NAMEALTERNATE MINIMUMS

ALEXANDRIA, MN

ALEXANDRIA RGNL/CHANDLER  
FLD (AXN).....RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 22  
RNAV (GPS) Rwy 31  
NA when local weather not available.

APPLETON, MN

APPLETON  
MUNI (AQP).....RNAV (GPS) Rwy 13  
NA when local weather not available.  
Category C, 900-2½.

AUSTIN, MN

AUSTIN MUNI (AUM).....RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35  
NA when local weather not available.

BAUDETTE, MN

BAUDETTE  
INTL (BDE).....RNAV (GPS) Rwy 12  
RNAV (GPS) Rwy 30<sup>1</sup>  
NA when local weather not available.  
<sup>1</sup>Categories A, B, C, D, 900-4.



NAME

ALTERNATE MINIMUMS

BEMIDJI, MN

BEMIDJI RGNL (BJI).....RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 25

RNAV (GPS) Rwy 31

NA when local weather not available.

BENSON, MN

BENSON

MUNI (BBB).....RNAV (GPS) Rwy 14

RNAV (GPS) Rwy 32

NA when local weather not available.

BIGFORK, MN

BIGFORK

MUNI (FOZ).....RNAV (GPS) Rwy 33

NA when local weather not available.

BISMARCK, ND

BISMARCK

MUNI (BIS).....ILS or LOC Rwy 13<sup>12</sup>

ILS or LOC Rwy 31<sup>12</sup>

RADAR-1<sup>13</sup>

RNAV (GPS) Rwy 3<sup>3</sup>

RNAV (GPS) Rwy 13<sup>3</sup>

RNAV (GPS) Rwy 21<sup>3</sup>

RNAV (GPS) Rwy 31<sup>3</sup>

VOR-A<sup>3</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category C, 800-2¼, Category D, 800-2½.

<sup>3</sup>Category C, 800-2¼, Category D, 800-2½.

BOTTINEAU, ND

BOTTINEAU

MUNI (D09).....RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31

NA when local weather not available.

BOWMAN, ND

BOWMAN

RGNL (BWW).....RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31

NA when local weather not available.

BRAINERD, MN

BRAINERD LAKES

RGNL (BRD).....ILS or LOC Rwy 23<sup>1</sup>

RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

RNAV (GPS) Rwy 34

NA when local weather not available.

<sup>1</sup>ILS, Category D, 700-2.

BRITTON, SD

BRITTON MUNI (BTN).....RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

BROOKINGS, SD

BROOKINGS

RGNL (BKX).....RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 30

NA when local weather not available.

Category D, 800-2¼.

BUFFALO, MN

BUFFALO

MUNI (CFE).....RNAV (GPS) Rwy 36

VOR-A

NA when local weather not available.

CAMBRIDGE, MN

CAMBRIDGE

MUNI (CBG).....RNAV (GPS) Rwy 16

RNAV (GPS) Rwy 34

NA when local weather not available.

CANBY, MN

MYERS FLD (CNB).....RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 30

NA when local weather not available.

Category D, 800-2¼.

CARRINGTON, ND

CARRINGTON

MUNI (46D).....RNAV (GPS) Rwy 31

NA when local weather not available.

CAVALIER, ND

CAVALIER

MUNI (2C8).....RNAV (GPS) Rwy 34

NA when local weather not available.

CLOQUET, MN

CLOQUET/CARLTON

COUNTY (COQ).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

COOK, MN

COOK MUNI (CQM).....RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31

NA when local weather not available.

CROOKSTON, MN

CROOKSTON MUNI/KIRKWOOD

FLD (CKN).....RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31

VOR/DME Rwy 13

NA when local weather not available.

CROSBY, ND

CROSBY

MUNI (D50).....RNAV (GPS) Rwy 30

NA when local weather not available.

Category D, 800-2¼.



NAME ALTERED MINIMUMS

**DESMET, SD**  
WILDER (6E5).....RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34  
NA when local weather not available.

**DETROIT LAKES, MN**  
DETROIT LAKES/WETHING  
FLD (DTL).....RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32  
NA when local weather not available.  
Category D, 800-2½.

**DEVILS LAKE, ND**  
DEVILS LAKE  
RGNL (DVL).....RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 21  
RNAV (GPS) Rwy 31  
NA when local weather not available.  
Category C, 800-2¼; Category D, 800-2½.

**DICKINSON, ND**  
DICKINSON/THEODORE ROOSEVELT  
RGNL (DIK).....RNAV (GPS) Rwy 7  
RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 25  
RNAV (GPS) Rwy 32  
VOR-A  
NA when local weather not available.

**DODGE CENTER, MN**  
DODGE CENTER (TOB).....RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34  
VOR-A  
NA when local weather not available.

**DULUTH, MN**  
DULUTH INTL (DLH).....ILS or LOC Rwy 9<sup>1</sup>  
ILS or LOC Rwy 27<sup>1</sup>  
RADAR-1<sup>2</sup>  
RNAV (GPS) Rwy 3<sup>3</sup>  
RNAV (GPS) Rwy 9<sup>2</sup>  
RNAV (GPS) Rwy 21<sup>3</sup>  
RNAV (GPS) Rwy 27<sup>3</sup>  
TACAN Y Rwy 9<sup>4</sup>  
VOR or TACAN Rwy 3<sup>2</sup>  
VOR/DME or TACAN Rwy 21<sup>2</sup>  
<sup>1</sup>LOC, Categories D, E, 1000-3.  
<sup>2</sup>Categories D, E, 1000-3.  
<sup>3</sup>Category D, 1000-3.  
<sup>4</sup>Category E, 800-2¼.

**SKY HARBOR (DYT).....RNAV (GPS) Rwy 32**  
NA when local weather not available.

**ELY, MN**  
ELY MUNI (ELO).....RNAV (GPS) Rwy 12  
RNAV (GPS) Rwy 30  
NA when local weather not available.  
Category D, 1000-3.

NAME ALTERNATE MINIMUMS

**EVELETH, MN**  
EVELETH/VIRGINIA  
MUNI (EVM).....RNAV (GPS) Rwy 27  
VOR-A  
NA when local weather not available.  
Category C, 900-2½; Category D, 1100-3.

**FAIRMONT, MN**  
FAIRMONT MUNI (FRM).....RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 31  
NA when local weather not available.  
Category C, 900-2½; Category D, 900-2½.

**FARGO, ND**  
HECTOR INTL (FAR).....ILS or LOC Rwy 18<sup>1</sup>  
ILS or LOC Rwy 36<sup>1</sup>  
RNAV (GPS) Rwy 9<sup>3</sup>  
RNAV (GPS) Rwy 18<sup>2</sup>  
RNAV (GPS) Rwy 27<sup>3</sup>  
RNAV (GPS) Rwy 36<sup>2</sup>  
VOR Rwy 36<sup>2</sup>  
<sup>1</sup>ILS, Category C, 700-2; Category D, 800-2½;  
Category E, 800-2½. LOC, Category D,  
800-2½; Category E, 800-2½.  
<sup>2</sup>Category D, 800-2½, Category E, 800-2½.  
<sup>3</sup>Category D, 800-2½.

**FAIRBAULT, MN**  
FAIRBAULT MUNI-LIZ WALL STROHFUS  
FLD (FBL).....RNAV (GPS) Rwy 12  
RNAV (GPS) Rwy 30  
NA when local weather not available.

**FERGUS FALLS, MN**  
FERGUS FALLS MUNI/EINAR MICKELSON  
FLD (FFM).....RNAV (GPS) Rwy 13<sup>1</sup>  
RNAV (GPS) Rwy 31<sup>1</sup>  
RNAV (GPS) Rwy 35  
NA when local weather not available.  
<sup>1</sup>Category D, 800-2½.

**FOSSTON, MN**  
FOSSTON MUNI/ANDERSON  
FLD (FSE).....RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34  
NA when local weather not available.

**GLENCOE, MN**  
GLENCOE  
MUNI (GYL).....RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 31  
NA when local weather not available.

**GLENWOOD, MN**  
GLENWOOD  
MUNI (GHW).....RNAV (GPS) Rwy 15  
RNAV (GPS) Rwy 33  
NA when local weather not available.



NAME ALTERNATE MINIMUMS

**LINTON, ND**

LINTON MUNI (7L2).....**RNAV (GPS) Rwy 9**  
**RNAV (GPS) Rwy 27**

NA when local weather not available.

**LITCHFIELD, MN**

LITCHFIELD  
MUNI (LJF).....**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 31**

NA when local weather not available.

Category D, 1000-3.

**LITTLE FALLS, MN**

LITTLE FALLS/MORRISON COUNTY-  
LINDBERGH FLD (LXL).....**RNAV (GPS) Rwy 31**

NA when local weather not available.

**LONG PRAIRIE, MN**

TODD FLD (14Y).....**RNAV (GPS) Rwy 34**

NA when local weather not available.

**LONGVILLE, MN**

LONGVILLE  
MUNI (XVG).....**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 31**

NA when local weather not available.

**LUVERNE, MN**

QUENTIN AANENSON  
FLD (LYV).....**RNAV (GPS) Rwy 18**  
**RNAV (GPS) Rwy 36**

NA when local weather not available.

Category C, 1000-2½; Category D, 1000-3.

**MADISON, MN**

LAC QUI PARLE  
COUNTY (DXX).....**RNAV (GPS) Rwy 14**  
**RNAV (GPS) Rwy 32**

NA when local weather not available

**MADISON, SD**

MADISON MUNI (MDS).....**RNAV (GPS) Rwy 15**  
**RNAV (GPS) Rwy 33**

NA when local weather not available.

Category D, 800-2½.

**MAHNOMEN, MN**

MAHNOMEN  
COUNTY (3N8).....**RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**

NA when local weather not available

**MANDAN, ND**

MANDAN RGNL/LAWLER  
FLD (Y19).....**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 31**  
**VOR-A**

NA when local weather not available

NAME ALTERNATE MINIMUMS

**MANKATO, MN**

MANKATO RGNL  
(MKT).....**RNAV (GPS) Rwy 4**

**RNAV (GPS) Rwy 15**

**RNAV (GPS) Rwy 22**

**RNAV (GPS) Rwy 33**

NA when local weather not available.

**MAPLE LAKE, MN**

MAPLE LAKE MUNI-BILL MAVENCAMP  
SR FLD (MGG).....**RNAV (GPS)-A**

NA when local weather not available.

**MARSHALL, MN**

SOUTHWEST MINNESOTA RGNL MARSHALL/  
RYAN FLD (MML).....**RNAV (GPS) Rwy 12**  
**RNAV (GPS) Rwy 30**

NA when local weather not available.

**MILBANK, SD**

MILBANK  
MUNI (1D1).....**RNAV (GPS) Rwy 31**

NA when local weather not available.

**MINNEAPOLIS, MN**

AIRLAKE (LVN).....**RNAV (GPS) Rwy 12<sup>1</sup>**  
**RNAV (GPS) Rwy 30<sup>2</sup>**  
**VOR Rwy 12<sup>1</sup>**

<sup>1</sup>Category D, 800-2½.

<sup>2</sup>NA when local weather not available.

ANOKA COUNTY/BLAINE

(JANES FLD) (ANE).....**ILS or LOC Rwy 27**  
**RNAV (GPS) Rwy 27**

NA when local weather not available.

CRYSTAL (MIC).....**RNAV (GPS) Rwy 14**  
**RNAV (GPS) Rwy 32**

NA when local weather not available.

FLYING CLOUD

(FCM).....**COPTER ILS or LOC Rwy 10R<sup>1</sup>**  
**ILS or LOC Rwy 10R<sup>12</sup>**

**RNAV (GPS) Rwy 10L**

**RNAV (GPS) Rwy 10R**

**RNAV (GPS) Rwy 28L**

**RNAV (GPS) Rwy 28R**

**RNAV (GPS) Rwy 36**

**VOR Rwy 10R**

**VOR/DME Rwy 36**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category D, 700-2.

NAME ALTERNATE MINIMUMS

**MINNEAPOLIS, MN (CON'T)**

MINNEAPOLIS-ST. PAUL INTL/WOLD-  
CHAMBERLAIN (MSP).....**ILS or LOC Rwy 12L<sup>1</sup>**  
**ILS or LOC Rwy 12R<sup>1</sup>**  
**ILS or LOC Rwy 30L<sup>1</sup>**  
**ILS or LOC Rwy 30R<sup>1</sup>**  
**ILS Z or LOC Rwy 35<sup>1</sup>**  
**LOC Rwy 4<sup>2</sup>**  
**LOC Rwy 17<sup>3</sup>**  
**LOC Rwy 22<sup>3</sup>**  
**RNAV (GPS) Rwy 4<sup>4</sup>**  
**RNAV (GPS) Rwy 22<sup>4</sup>**  
**RNAV (GPS) Z Rwy 12L<sup>4</sup>**  
**RNAV (GPS) Z Rwy 12R<sup>4</sup>**  
**RNAV (GPS) Z Rwy 30L<sup>4</sup>**  
**RNAV (GPS) Z Rwy 30R<sup>4</sup>**  
**RNAV (GPS) Z Rwy 35<sup>4</sup>**

- <sup>1</sup>ILS, Category C, 700-2; Category D, 900-2½;  
 Category E, 1000-3; LOC, Category D, 900-2½;  
 Category E, 1000-3.  
<sup>2</sup>Category D, 900-2½; Category E, 1000-3.  
<sup>3</sup>Category D, 900-2½.  
<sup>4</sup>Category D, 800-2½; Category E, 1000-3.

**MINOT, ND**

MINOT INTL (MOT).....**ILS or LOC Rwy 31<sup>12</sup>**  
**LOC BC Rwy 13<sup>13</sup>**  
**RNAV (GPS) Rwy 8<sup>3</sup>**  
**RNAV (GPS) Rwy 13<sup>3</sup>**  
**RNAV (GPS) Rwy 26<sup>3</sup>**  
**RNAV (GPS) Rwy 31<sup>3</sup>**  
**VOR Rwy 8<sup>4</sup>**  
**VOR Rwy 13<sup>3</sup>**  
**VOR Rwy 26<sup>5</sup>**  
**VOR Rwy 31<sup>3</sup>**

- NA when local weather not available.  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>LOC, Categories C, D, E, 1100-3.  
<sup>3</sup>Categories C, D, 1100-3.  
<sup>4</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.  
<sup>5</sup>Categories A, B, 900-2; Categories C, D, 1100-3.

**MITCHELL, SD**

MITCHELL MUNI (MHE).....**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 18**  
**RNAV (GPS) Rwy 31**  
**RNAV (GPS) Rwy 36**  
**VOR Rwy 13**

NA when local weather not available.

**MOBRIDGE, SD**

MOBRIDGE MUNI (MBG).....**RNAV (GPS) Rwy 12**  
**RNAV (GPS) Rwy 30**

NA when local weather not available  
 Category D, 900-2½.

**MONTEVIDEO, MN**

MONTEVIDEO-CHIPPEWA  
COUNTY (MVE).....**RNAV (GPS) Rwy 14**  
**RNAV (GPS) Rwy 32**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**MOORHEAD, MN**

MOORHEAD MUNI/FLORENCE  
KLINGENSMITH FLD (JKJ)...**RNAV (GPS) Rwy 30<sup>1</sup>**  
**VOR-A<sup>2</sup>**

- <sup>1</sup>NA when local weather not available.  
<sup>2</sup>Categories A, B, 900-2.

**MORA, MN**

MORA MUNI (JMR).....**RNAV (GPS) Rwy 35**  
 NA when local weather not available.  
 Category D, 800-2½.

**MORRIS, MN**

MORRIS MUNI/CHARLIE SCHMIDT  
FLD (MOX).....**RNAV (GPS) Rwy 14**  
**RNAV (GPS) Rwy 32**  
 NA when local weather not available.

**OLIVIA, MN**

OLIVIA RGNL (OVL).....**RNAV (GPS) Rwy 29**  
 NA when local weather not available.

**ORR, MN**

ORR RGNL (ORB).....**RNAV (GPS) Rwy 13**  
 NA when local weather not available.  
 Category C, 900-2½.

**ORTONVILLE, MN**

ORTONVILLE MUNI/MARTINSON  
FLD (VVV).....**RNAV (GPS) Rwy 34**  
 NA when local weather not available.

**OWATONNA, MN**

OWATONNA DEGNER  
RGNL (OWA).....**RNAV (GPS) Rwy 12**  
**RNAV (GPS) Rwy 30**  
 NA when local weather not available.  
 Category D, 800-2½.

**PARK RAPIDS, MN**

PARK RAPIDS MUNI/KONSHOK  
FLD (PKD).....**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 31**  
 NA when local weather not available.  
 Category D, 1100-3.

**PAYNESVILLE, MN**

PAYNESVILLE  
MUNI (PEX).....**RNAV (GPS) Rwy 11**  
**RNAV (GPS) Rwy 29**  
 NA when local weather not available.

**PHILIP, SD**

PHILIP (PHP).....**RNAV (GPS) Rwy 12**  
**RNAV (GPS) Rwy 30**  
**VOR-A**

NA when local weather not available.

| NAME                   | ALTERNATE MINIMUMS                         |
|------------------------|--|
| <b>PIERRE, SD</b>      |  |
| PIERRE RGNL (PIR)..... | ILS or LOC Rwy 31 <sup>12</sup>            |
|                        | RNAV (GPS) Rwy 7 <sup>13</sup>             |
|                        | RNAV (GPS) Rwy 13 <sup>13</sup>            |
|                        | RNAV (GPS) Rwy 25 <sup>3</sup>             |
|                        | RNAV (GPS) Rwy 31 <sup>3</sup>             |
|                        | <b>VOR/DME or TACAN Rwy 7<sup>13</sup></b> |
|                        | <b>VOR or TACAN Rwy 25<sup>13</sup></b>    |

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>LOC, Category D, 800-2¼.  
<sup>3</sup>Category D, 800-2¼.

**PINE RIDGE, SD**  
PINE RIDGE (IEN).....RNAV (GPS) Rwy 12<sup>1</sup>  
RNAV (GPS) Rwy 30<sup>2</sup>  
<sup>1</sup>Category C, 900-2½.  
<sup>2</sup>Categories A, B, 900-2.

**PIPESTONE, MN**  
PIPESTONE  
MUNI (PQN)..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
NA when local weather not available.

**PRESTON, MN**  
FILLMORE  
COUNTY (FKA).....RNAV (GPS) Rwy 11  
                                      RNAV (GPS) Rwy 29  
NA when local weather not available.

|                                      |                   |
|--------------------------------------|-------------------|
| <b>PRINCETON, MN</b>                 |                   |
| PRINCETON                            |                   |
| MUNI (PNM).....                      | RNAV (GPS) Rwy 16 |
|                                      | RNAV (GPS) Rwy 34 |
| NA when local weather not available. |                   |

**RAPID CITY, SD**  
RAPID CITY  
RGNL (RAP).....ILS or LOC Rwy 3<sup>1</sup>  
RNAV (GPS) Rwy 5<sup>2</sup>  
RNAV (GPS) Rwy 14<sup>23</sup>  
RNAV (GPS) Rwy 23<sup>2</sup>  
RNAV (GPS) Rwy 32<sup>4</sup>  
VOR or TACAN Rwy 14<sup>24</sup>  
VOR or TACAN Rwy 32<sup>24</sup>

<sup>1</sup>ILS, Categories B, C, 700-2; Category D, 800-2¼; Category E, 800-2¼. LOC, Category D, 800-2¼; Category E, 800-2¼.  
<sup>2</sup>NA when local weather not available.  
<sup>3</sup>Category D, 800-2¼; Category E, 800-2¼.  
<sup>4</sup>Category D, 800-2¼; Category E, 800-2¼.

**RAY S. MILLER AAF (KRYM)**  
CAMP RILEY, MN.....ILS or LOC Rwy 31  
NA when control tower closed.

|  |                                      |
|--|--------------------------------------|
| NAME   | ALTERNATE MINIMUMS                   |
| <b>RED WING, MN</b>                                  |                                      |
| RED WING   |                                      |
| RGNL (RGK).....                                      | <b>RNAV (GPS) Rwy 9<sup>1</sup></b>  |
|  | <b>RNAV (GPS) Rwy 27<sup>2</sup></b> |
| NA when local weather not available.                 |                                      |
| <sup>1</sup> Category C, 900-2½, Category D, 1100-3. |                                      |
| <sup>2</sup> Category C, 900-2½.                     |                                      |

**REDWOOD FALLS, MN**  
REDWOOD FALLS  
MUNI (RWF).....RNAV (GPS) Rwy 30  
VOR-A  
Category D, 800-2¼.  
NA when local weather not available.

**ROCHESTER, MN**  
**ROCHESTER**  
 INTL (RST).....ILS or LOC Rwy 13  
**RADAR-1**  
 NA when control tower closed.

**ROLLA, ND**  
 ROLLA MUNI/LEONARD  
 KRECH FLD (06D).....**RNAV (GPS) RWY 32**  
 NA when local weather not available.  
 Category D. 900-2<sup>3</sup>/<sub>4</sub>.

**ROSEAU, MN**  
ROSEAU MUNI/RUDY BILLBERG  
FLD (ROX).....**RNAV (GPS) Rwy 16**  
**RNAV (GPS) Rwy 34**  
NA when local weather not available.  
Category C, 800-2¼; Category D, 800-2½.

**RUGBY, ND**  
RUGBY MUNI (RUG).....RNAV (GPS) Rwy 30  
NA when local weather not available.

**RUSH CITY, MN**  
RUSH CITY  
RGNL (ROS).....RNAV (GPS) Rwy 34  
NA when local weather not available.

**ST CLOUD, MN**  
ST CLOUD  
RGNL (STC).....ILS or LOC Rwy 13<sup>123</sup>  
RNAV (GPS) Rwy 5<sup>1</sup>  
RNAV (GPS) Rwy 13<sup>14</sup>  
RNAV (GPS) Rwy 23<sup>1</sup>  
RNAV (GPS) Rwy 31<sup>14</sup>  
VOR Rwy 31<sup>24</sup>

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>NA when control tower closed.  
<sup>3</sup>LOC, Category D, 900-234.  
<sup>4</sup>Category D, 900-234.

NAME ALTERNATE MINIMUMS

**ST JAMES, MN**

ST. JAMES  
MUNI (JYG).....RNAV (GPS) Rwy 15  
RNAV (GPS) Rwy 33

NA when local weather not available.

**ST PAUL, MN**

LAKE ELMO (21D).....RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32

NA when local weather not available.

SAINT PAUL DOWNTOWN HOLMAN

FLD (STP).....ILS or LOC Rwy 14<sup>12</sup>  
ILS or LOC Rwy 32<sup>13</sup>  
RNAV (GPS) Rwy 14<sup>4</sup>  
RNAV (GPS) Rwy 32<sup>45</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

<sup>3</sup>LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

<sup>4</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

<sup>5</sup>NA when local weather not available.

**SAUK CENTRE, MN**

SAUK CENTRE  
MUNI (D39).....RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32

NA when local weather not available.

**SIOUX FALLS, SD**

JOE FOSS  
FLD (FSD).....ILS or LOC Rwy 3<sup>12</sup>  
ILS or LOC Rwy 21<sup>12</sup>  
RADAR-1<sup>3</sup>  
RNAV (GPS) Rwy 3<sup>45</sup>  
RNAV (GPS) Rwy 9<sup>5</sup>  
RNAV (GPS) Rwy 15<sup>45</sup>  
RNAV (GPS) Rwy 21<sup>4</sup>  
RNAV (GPS) Rwy 33<sup>45</sup>  
VOR or TACAN Rwy 15<sup>6</sup>  
VOR/DME or TACAN Rwy 33<sup>6</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category D, 800-2½.

<sup>3</sup>Category E, 800-2¾.

<sup>4</sup>Category D, 800-2½.

<sup>5</sup>NA when local weather not available.

<sup>6</sup>Category D, 800-2½; Category E, 900-3.

**SLAYTON, MN**

SLAYTON MUNI (DVP).....RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35

NA when local weather not available.

**SOUTH ST. PAUL, MN**

SOUTH ST PAUL MUNI/RICHARD E  
FLEMING FLD (SGS).....RNAV (GPS) Rwy 34  
Category D, 800-2½.

NAME ALTERNATE MINIMUMS

**SPEARFISH, SD**

BLACK HILLS-  
CLYDE ICE FLD (SPF).....RNAV (GPS) Rwy 13<sup>1</sup>  
RNAV (GPS) Rwy 31<sup>2</sup>

<sup>1</sup>Categories A, B, 1000-4; Category C, 1700-4.

<sup>2</sup>Categories A, B, 1000-2; Category C, 1700-3.

**STANLEY, ND**

STANLEY MUNI (08D).....RNAV (GPS) Rwy 10  
RNAV (GPS) Rwy 28

NA when local weather not available.

**STAPLES, MN**

STAPLES MUNI (SAZ).....RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32

NA when local weather not available.

**STURGIS, SD**

STURGIS MUNI (49B).....RNAV (GPS) Rwy 29  
Category C, 1100-3.

**THIEF RIVER FALLS, MN**

THIEF RIVER  
FALLS RGNL (TVF).....ILS or LOC Rwy 31<sup>1</sup>  
RNAV (GPS) Rwy 4<sup>2</sup>  
RNAV (GPS) Rwy 13<sup>23</sup>  
RNAV (GPS) Rwy 22<sup>2</sup>  
RNAV (GPS) Rwy 31<sup>23</sup>  
VOR Y Rwy 13<sup>3</sup>  
VOR Rwy 31<sup>3</sup>

<sup>1</sup>LOC, Category D, 900-2¾.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category D, 900-2¾.

**TIOGA, ND**

TIOGA MUNI (D60).....RNAV (GPS) Rwy 12  
RNAV (GPS) Rwy 30<sup>1</sup>

Category D, 800-2½.

<sup>1</sup>NA when local weather not available.

**TRACY, MN**

TRACY MUNI (TKC).....RNAV (GPS) Rwy 11  
RNAV (GPS) Rwy 29

NA when local weather not available.

**TWO HARBORS, MN**

RICHARD B.  
HELGESON (TWM).....RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 24

NA when local weather not available.

**VALLEY CITY, ND**

BARNES COUNTY  
MUNI (BAC).....RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 31

NA when local weather not available.

## **NAME**                      **ALTERNATE MINIMUMS**

### **WADENA, MN**

WADENA MUNI (ADC).....**RNAV (GPS) Rwy 16**  
**RNAV (GPS) Rwy 34**

NA when local weather not available.

### **WAHPETON, ND**

HARRY

STERN (BWP).....**RNAV (GPS) Rwy 15**  
**RNAV (GPS) Rwy 33**

NA when local weather not available.

Category D, 800-2¼.

### **WALHALLA, ND**

WALHALLA MUNI (96D).....**RNAV (GPS) Rwy 33**

NA when local weather not available.

Category B, 1100-2.

### **WALKER, MN**

WALKER MUNI (Y49).....**RNAV (GPS) Rwy 15**  
**RNAV (GPS) Rwy 33**

NA when local weather not available.

Category C, 800-2¼.

### **WARROAD, MN**

WARROAD INTL

MEML (RRT).....**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 31**

NA when local weather not available.

Category C, 900-2¾; Category D, 900-3.

### **WASECA, MN**

WASECA MUNI/MAYNARD RICHARD

STENSRUD FLD (ACQ).....**RNAV (GPS) Rwy 15**  
**RNAV (GPS) Rwy 33**

NA when local weather not available.

### **WATERTOWN, SD**

WATERTOWN

RGNL (ATY).....**ILS or LOC Rwy 35<sup>1</sup>**  
**RNAV (GPS) Rwy 12<sup>2</sup>**  
**RNAV (GPS) Rwy 17<sup>2</sup>**  
**RNAV (GPS) Rwy 30<sup>2</sup>**  
**RNAV (GPS) Rwy 35<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>LOC, Category C, 800-2¼; Category D, 800-2½.

<sup>2</sup>Category C, 800-2¼; Category D, 800-2½.

### **WATFORD CITY, ND**

WATFORD CITY

MUNI (S25).....**RNAV (GPS) Rwy 30**

NA when local weather not available.

Category D, 900-2¾.

### **WHEATON, MN**

WHEATON MUNI (ETH).....**RNAV (GPS) Rwy 16**  
**RNAV (GPS) Rwy 34**

NA when local weather not available.

## **NAME**                      **ALTERNATE MINIMUMS**

### **WILLISTON, ND**

WILLISTON BASIN

INTL (XWA).....**RNAV (GPS) Rwy 4**

**RNAV (GPS) Rwy 14**

**RNAV (GPS) Rwy 22**

**RNAV (GPS) Rwy 32**

**VOR Rwy 14**

**VOR Rwy 22**

**VOR Rwy 32**

NA when local weather not available.

### **WILLMAR, MN**

WILLMAR MUNI/JOHN L RICE

FLD (BDH).....**RNAV (GPS) Rwy 13<sup>1</sup>**

**RNAV (GPS) Rwy 31**

**VOR Rwy 31<sup>1</sup>**

NA when local weather not available.

<sup>1</sup>Category D, 900-2¾.

### **WINDOM, MN**

WINDOM MUNI (MWM).....**RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**

NA when local weather not available.

### **WINNER, SD**

WINNER RGNL (ICR).....**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 31**

NA when local weather not available.

### **WINONA, MN**

WINONA MUNI/MAX CONRAD

FLD (ONA).....**RNAV (GPS) Rwy 12<sup>1</sup>**  
**RNAV (GPS) Rwy 30<sup>2</sup>**

<sup>1</sup>Categories A, B, 1000-2; Category C, 1200-3;

Category D, 1400-3.

<sup>2</sup>NA when local weather not available.

### **WORTHINGTON, MN**

WORTHINGTON

MUNI (OTG).....**ILS or LOC Rwy 29<sup>1</sup>**  
**RNAV (GPS) Rwy 11<sup>2</sup>**  
**RNAV (GPS) Rwy 18<sup>2</sup>**  
**RNAV (GPS) Rwy 29<sup>2</sup>**  
**RNAV (GPS) Rwy 36<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¾.

### **YANKTON, SD**

CHAN GURNEY

MUNI (YKN).....**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 31**

NA when local weather not available.

Category D, 800-2¾.

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/<br/>MDA-VIS</u> | <u>HAT/<br/>HAA</u> | <u>CEIL-VIS</u>     | <u>CAT</u> | <u>DA/<br/>MDA-VIS</u> | <u>HAT/<br/>HAA</u> | <u>CEIL-VIS</u> |
|-----|------------|-------------------|------------|------------------------|---------------------|---------------------|------------|------------------------|---------------------|-----------------|
| ASR | 31         |                   | AB<br>D    | 2100/24<br>2100/50     | 454<br>454          | (500-½)<br>(500-1)  | C          | 2100/40                | 454                 | (500-¾)         |
|     | 13         |                   | AB<br>D    | 2100-1<br>2100-1½      | 445<br>445          | (500-1)<br>(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         | 2220-1⅝                | 559                 | (600-1⅝)        |
|     | ALL RWY    |                   | AB<br>D    | 2220-1<br>2460-2½      | 559<br>799          | (600-1)<br>(800-2½) | C          | 2460-2¼                | 799                 | (800-2¼)        |
| CIR |            |                   |            |                        |                     |                     |            |                        |                     |                 |

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/<br/>MDA-VIS</u> | <u>HAT/<br/>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/<br/>MDA-VIS</u> | <u>HAT/<br/>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.

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 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/<br>MDA-VIS | HAT/<br>HAA | CEIL-VIS | CAT | DA/<br>MDA-VIS                     | HAT/<br>HAA | CEIL-VIS                             |
|-----|---------|------------|-----|----------------|-------------|----------|-----|------------------------------------|-------------|--------------------------------------|
| ASR | 31      |            | AB  | 2440-1         | 499         | (500-1)  | CD  | 2440-1 <sup>3</sup> / <sub>8</sub> | 499         | (500-1 <sup>3</sup> / <sub>8</sub> ) |
|     | 13      |            | AB  | 2460-1         | 522         | (600-1)  | CD  | 2460-1 <sup>1</sup> / <sub>2</sub> | 522         | (600-1 <sup>1</sup> / <sub>2</sub> ) |
| CIR | ALL RWY |            | AB  | 2460-1         | 516         | (600-1)  | C   | 2460-1 <sup>1</sup> / <sub>2</sub> | 516         | (600-1 <sup>1</sup> / <sub>2</sub> ) |
|     |         |            | 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.

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/<br>MDA-VIS                     | HAT/<br>HAA | CEIL-VIS                             | CAT | DA/<br>MDA-VIS | HAT/<br>HAA | CEIL-VIS                            |
|-----|---------|------------|------|------------------------------------|-------------|--------------------------------------|-----|----------------|-------------|-------------------------------------|
| ASR | 13      |            | AB   | 1660/24                            | 380         | (400- <sup>1</sup> / <sub>2</sub> )  | CD  | 1660/35        | 380         | (400- <sup>3</sup> / <sub>8</sub> ) |
|     | 31      |            | AB   | 1680/24                            | 376         | (400- <sup>1</sup> / <sub>2</sub> )  | CD  | 1680/35        | 376         | (400- <sup>5</sup> / <sub>8</sub> ) |
|     | 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    | 1900-1 <sup>1</sup> / <sub>2</sub> | 583         | (600-1 <sup>1</sup> / <sub>2</sub> ) | 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.

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

RADAR INSTRUMENT APPROACH MINIMUMS


RADAR INSTRUMENT APPROACH MINIMUMS

SIoux Falls, SD

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

ELEV 1430

JOE FOSS FLD (FSD)

RADAR-1 125.8 284.725 

|     |         |            | DA/<br>GP/TCH/RPI | HAT/<br>HAA    | CEIL-VIS | CAT     | DA/<br>MDA-VIS | HAT/<br>HAA | CEIL-VIS |          |
|-----|---------|------------|-------------------|----------------|----------|---------|----------------|-------------|----------|----------|
| ASR |         | <u>RWY</u> | <u>CAT</u>        | <u>MDA-VIS</u> |          |         |                |             |          |          |
|     | 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 <sup>3</sup>/<sub>4</sub> SM not authorized.

For inoperative MALSR, increase S-3 Cat C/D/E visibility to 1<sup>3</sup>/<sub>8</sub> mile.

For inoperative MALSR, increase S-21 Cat C/D/E visibility to 1<sup>1</sup>/<sub>2</sub> mile.

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

25163

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

| CITY/AIRPORT   | LDG RWY        | HOLD-SHORT POINT        | AVBL LDG DIST                          |
|--|----------------|-------------------------|--|
| DULUTH, MN<br>DULUTH INTL (DLH)  | 09             | 03-21                   | 8,950 feet                             |
| FARGO, ND<br>HECTOR INTL (FAR)   | 18<br>36       | 13-31<br>09-27          | 7,900 feet<br>6,600 feet               |
| MINNEAPOLIS, MN<br>MINNEAPOLIS-ST PAUL INTL/<br>WOLD-CHAMBERLAIN (MSP) | 22<br>30L      | TWY K<br>TWY A9 TWY W9  | 8,550 feet<br>8,150 feet               |
| ROCHESTER, MN<br>ROCHESTER INTL (RST)                                  | 03<br>13<br>31 | 13-31<br>03-21<br>03-21 | 5,850 feet<br>5,270 feet<br>3,200 feet |

25163

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

24305

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or ellipses designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| CITY/AIRPORT   | HOT SPOT  | DESCRIPTION* |
|--|---|--------------|
| FARGO, ND<br>HECTOR INTL (FAR)   | HS 1 Rwy 09-27 at Twy B.<br>HS 2 Rwy 18-36 at Twy C.<br>HS 3 Rwy incursion risk, acft landing Rwy 36 inadvertently exit Rwy 09-27. Be aware of signs and markings.  |              |
| GRAND FORKS, ND<br>GRAND FORKS INTL (GFK)                              | HS 1 Rwy 09L and Twy A int.<br>HS 2 Rwy 17R and Twy B int.  |              |
| MINNEAPOLIS, MN<br>CRYSTAL (MIC)                                       | HS 1 Int of Rwy 06R (sod) on Twy F.<br>HS 2 Int of Rwy 24L (sod) on Twy D.  |              |
| MINNEAPOLIS, MN<br>FLYING CLOUD (FCM)                                  | HS 1 Rwy 18 apch area along Twy A.<br>HS 2 Short taxi distance from ramp to rwy hold line.  |              |
| MINNEAPOLIS, MN<br>MINNEAPOLIS-ST PAUL INTL/<br>WOLD-CHAMBERLAIN (MSP) | HS 1 Twy A, Twy B, Twy C, Twy D, Twy H, Rwy 04-22 and Rwy 12R-30L, complex geometry.<br>HS 2 Complex geometry at the int of Twy C, Twy P8, Twy D, Twy P, Twy Q, and the Rwy 04-22 and Rwy 12L-30R int, rqr caution for Rwy crossings in this area.<br>HS 3 Twy/rwy geometry and traffic flow. |              |
| MINOT, ND<br>MINOT INTL (MOT)  | HS 1 Apch end of Rwy 08.<br>HS 2 Int of Twy C and Rwy 08-26.  |              |
| ROCHESTER, MN<br>ROCHESTER INTL (RST)                                  | HS 1 Complex int; Twy A6, Rwy 13-31, Rwy 03-21 and Twy B.   |              |
| ST. PAUL, MN<br>ST. PAUL DOWNTOWN<br>HOLMAN FLD (STP)                  | HS 1 Helicopter landings on Twy A.<br>HS 2 Twy D between Rwy 13 and Rwy 32 unusual configuration for rwy holding position markings.<br>HS 3 Helicopter operations on Twy B.   |              |

\*See appropriate Chart Supplement HOT SPOT table for additional information.

24305

NOTE: Chart not to scale.

NOTE: DME and RADAR required.

MINNEAPOLIS APP CON  
121.2 335.5  
ANE ATIS  
120.625  
FCM ATIS  
124.9  
MIC ATIS  
124.475  
STP ATIS  
118.35

GOPHER  
117.3 GEP  
Chan 120

MARIE LAKE MUNI-BILL  
MAVENCAMP SR FLD

ANOKA COUNTY/  
BLAINE  
(JANES FLD)

CRYSTAL

FLYING CLOUD  
117.7 FCM  
Chan 124

FLYING CLOUD

GLENCoe  
MUNI

MINNEAPOLIS  
115.3 MSP  
Chan 100

AIRLAKE

FARMINGTON  
115.7 FGT  
Chan 104

FARIBAULT MUNI-  
LIZ WALL STROHEUS FLD

ST PAUL DOWNTOWN  
HOLMAN FLD

SOUTH ST PAUL MUNI/  
RICHARD E FLEMING FLD

LAKE  
ELMO

ST PAUL DOWNTOWN  
HOLMAN FLD

ST PAUL DOWNTOWN  
HOLMAN FLD

AGUDE  
VERTICAL NAVIGATION  
PLANNING INFORMATION

Turbopjets: Expect 8000  
Turboprops: Expect 6000

LO SIMENSTAD  
MUNI

NEW RICHMOND  
RGNL

WHISK  
3400  
(17)

STILS  
3400  
(14)

THATS  
10000  
(39)

ROBBY  
303°  
(82)

BEERI  
307°  
(63)

BADGER  
116.4 BAE  
Chan 111

EAU CLAIRE  
113.65 EAU  
Chan 83(Y)

MINNEAPOLIS  
115.3 MSP  
Chan 100

FARMINGTON  
115.7 FGT  
Chan 104

ST PAUL DOWNTOWN  
HOLMAN FLD

SOUTH ST PAUL MUNI/  
RICHARD E FLEMING FLD

LAKE  
ELMO

ST PAUL DOWNTOWN  
HOLMAN FLD

ST PAUL DOWNTOWN  
HOLMAN FLD

ARRIVAL ROUTE DESCRIPTION

**BADGER TRANSITION (BAE.AGUDE5):** From over BAE VOR/DME on BAE R-307 to ROBBY INT then on EAU R-123 to EAU VORTAC, then on EAU R-286 to AGUDE/EAU 41 DME. Thence. . .

**THATS TRANSITION (THATS.AGUDE5):** From over THATS INT on GEP R-085 to AGUDE/ GEP 42 DME. Thence. . .

. . . . From over AGUDE/ GEP 42 DME via GEP R-085 to GEP VORTAC, then expect RADAR vectors to final approach course.

(BAINY.BAINY3) 17173

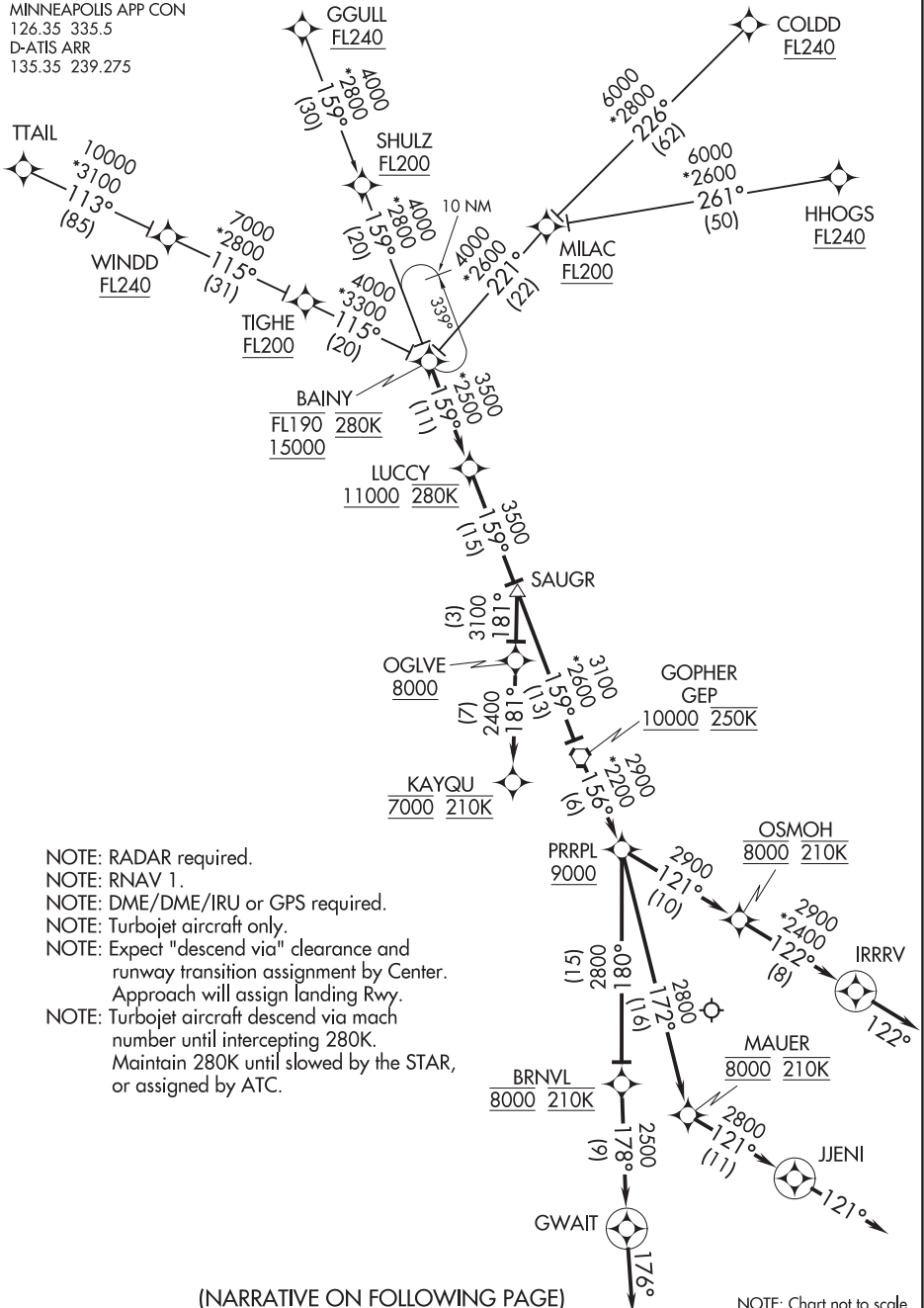
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

## BAINY THREE ARRIVAL (RNAV)

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON  
126.35 335.5  
D-ATIS ARR  
135.35 239.275



## BAINY THREE ARRIVAL (RNAV)

(BAINY.BAINY3) 05JAN17

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

ARRIVAL ROUTE DESCRIPTION

- COLDD TRANSITION (COLDD.BAINY3)
- GGULL TRANSITION (GGULL.BAINY3)
- HHOGS TRANSITION (HHOGS.BAINY3)
- MILAC TRANSITION (MILAC.BAINY3)
- SHULZ TRANSITION (SHULZ.BAINY3)
- TIGHE TRANSITION (TIGHE.BAINY3)
- TTAIL TRANSITION (TTAIL.BAINY3)
- WINDD TRANSITION (WINDD.BAINY3)

From BAINY on track 159° to cross LUCCY at or above 11000 and at 280K, then on track 159° to SAUGR.

LANDING RUNWAYS 4, 17, 22, 30R: From SAUGR on track 159° to cross GEP VORTAC at or above 10000 and at 250K, then on track 156° to cross PRRPL at or above 9000, then on track 121° to cross OSMOH at 8000 and at 210K, then on track 122° to IRRRV, then on track 122°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 12L/R: From SAUGR on track 181° to cross OGLVE at or above 8000, then on track 181° to cross KAYQU at 7000 and at 210K. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.

LANDING RUNWAY 30L: From SAUGR on track 159° to cross GEP VORTAC at or above 10000 and at 250K, then on track 156° to cross PRRPL at or above 9000, then on track 172° to cross MAUER at 8000 and at 210K, then on track 121° to JJENI, then on track 121°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 35: From SAUGR on track 159° to cross GEP VORTAC at or above 10000 and at 250K, then on track 156° to cross PRRPL at or above 9000, then on track 180° to cross BRNVL at 8000 and at 210K, then on track 178° to GWAIT, then on track 176°. Expect RADAR vectors to final approach course.

(BLUEM.BLUEM4) 21112

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

BLUEM FOUR ARRIVAL (RNAV) Transition Routes

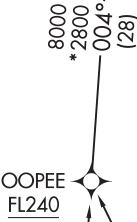
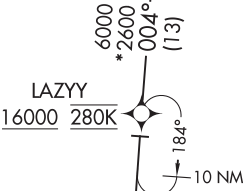
AL-264 (FAA) MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON  
135.475 335.5  
D-ATIS ARR  
135.35 239.275

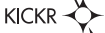
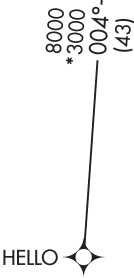
BLUEM

11000 280K

See following page for Arrival Routes.



- NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: For turbojet aircraft only.  
NOTE: Expect "descend via" clearance and runway transition assignment by Center. Approach will assign landing runway.  
NOTE: Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR, or assigned by ATC.  
NOTE: HELLO transition ATC assigned only.



(CONTINUED ON FOLLOWING PAGE)

- HELLO TRANSITION (HELLO.BLUEM4)
- KICKR TRANSITION (KICKR.BLUEM4)
- LAZYY TRANSITION (LAZYY.BLUEM4)
- MNOSO TRANSITION (MNOSO.BLUEM4)
- OOPEE TRANSITION (OOPEE.BLUEM4)

NOTE: Chart note to scale.

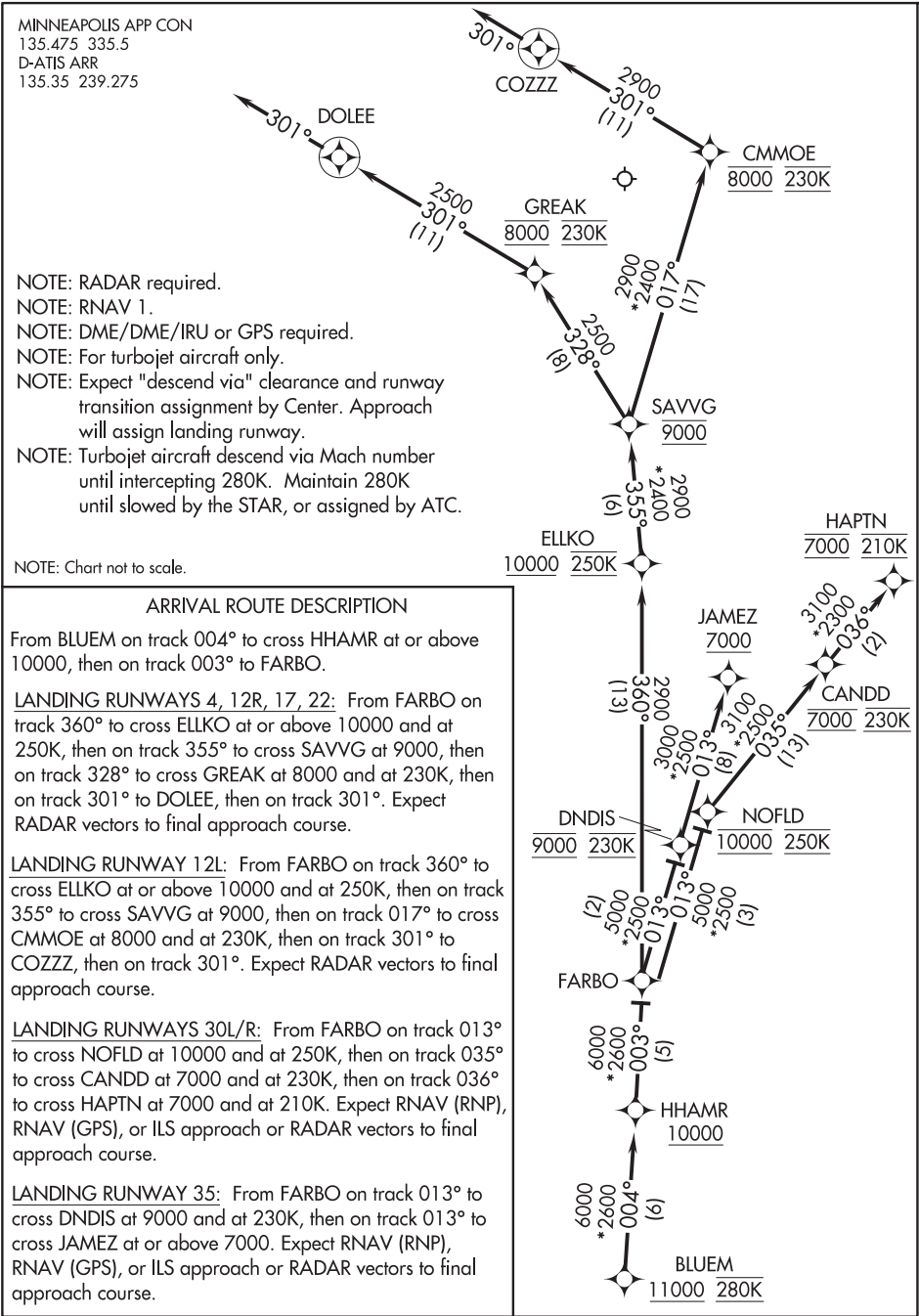
BLUEM FOUR ARRIVAL (RNAV) Transition Routes

MINNEAPOLIS, MINNESOTA

(BLUEM.BLUEM4) 22APR21

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

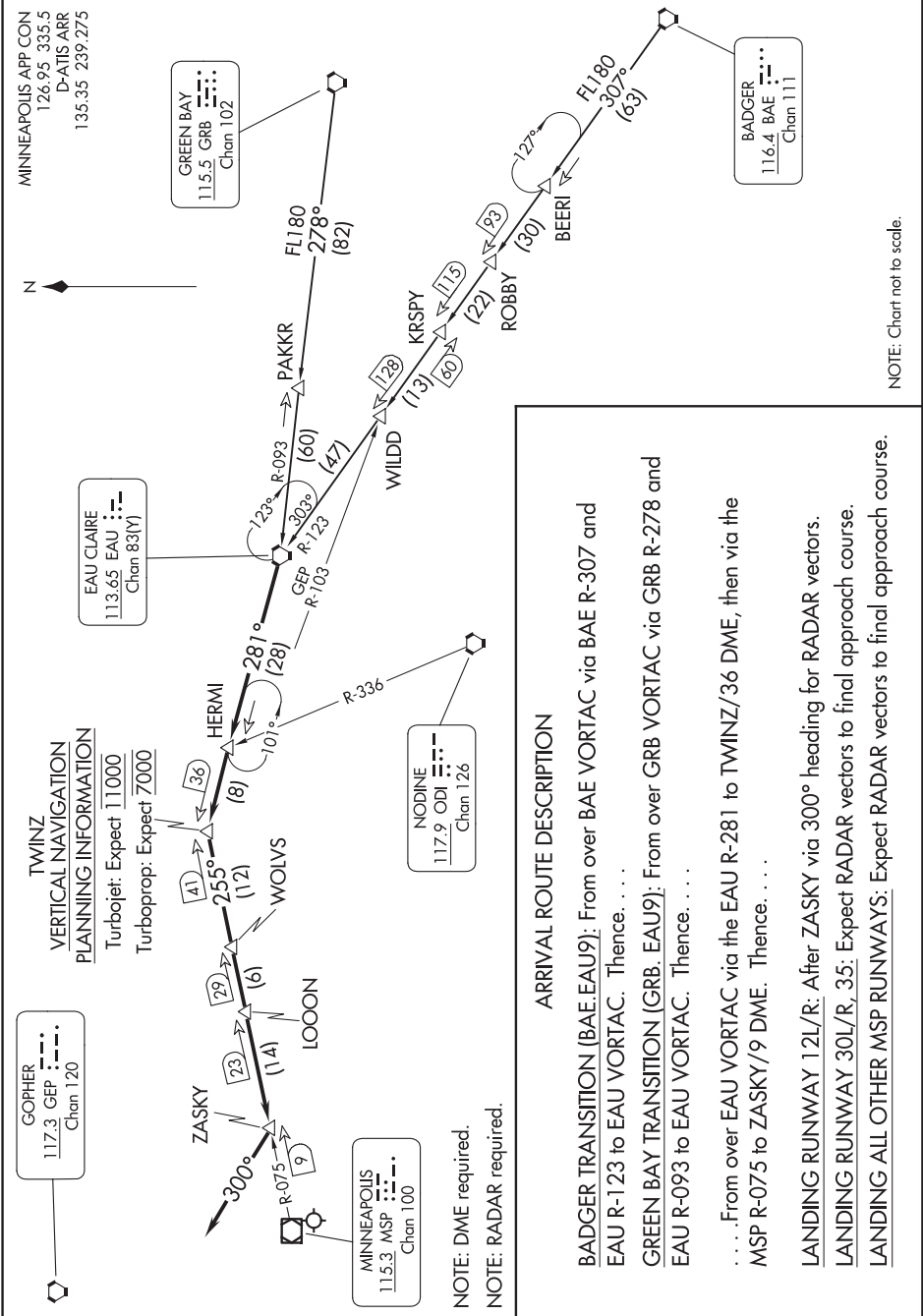




EAU CLAIRE NINE ARRIVAL

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
AL-264 (FAA) MINNEAPOLIS, MINNESOTA

NC-1, 12 JUN 2025 to 07 AUG 2025



EAU CLAIRE NINE ARRIVAL



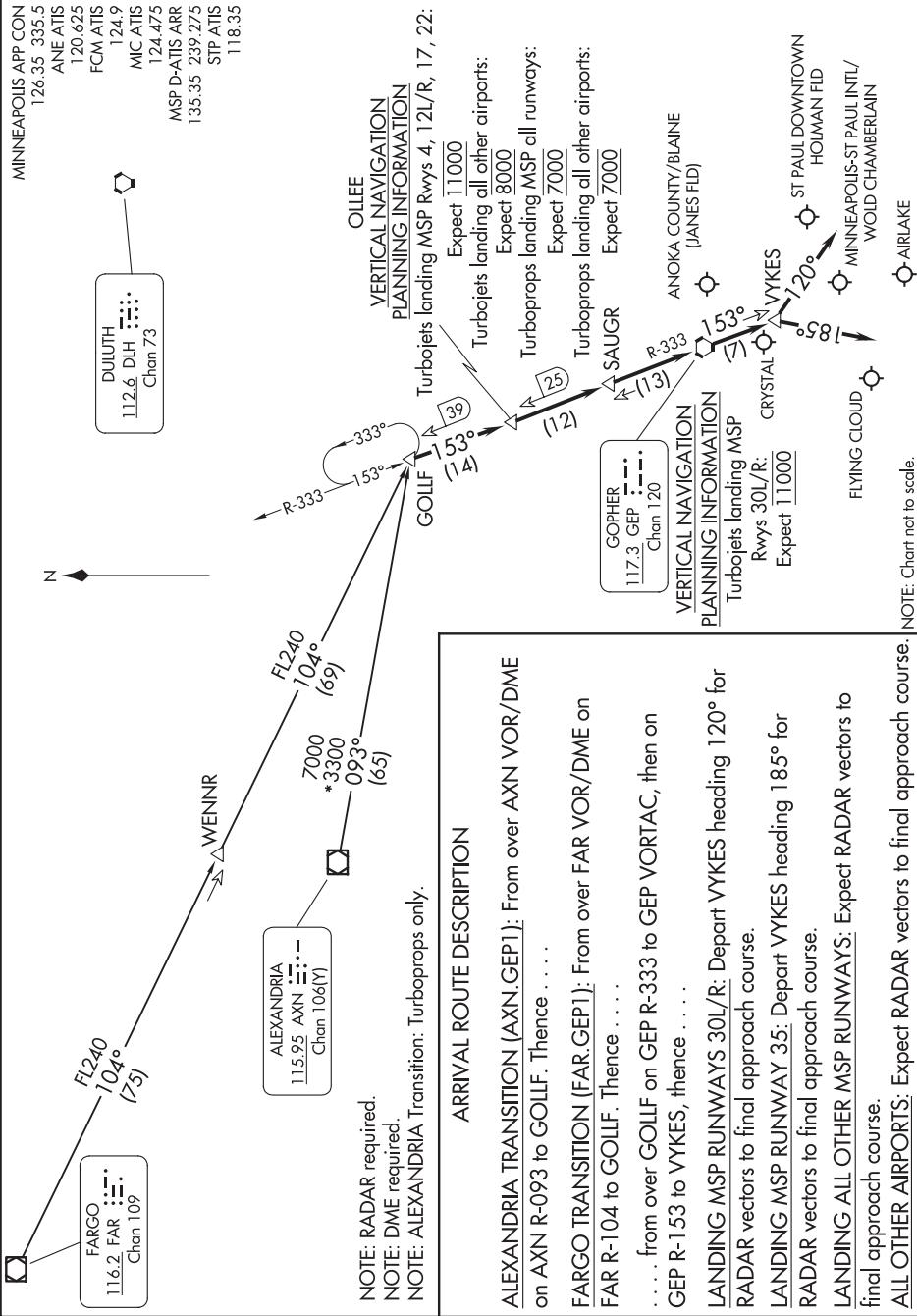
NC-1, 12 JUN 2025 to 07 AUG 2025

(GEP.GEP1) 25163

GOPHER ONE ARRIVAL

AL-264 (FAA)

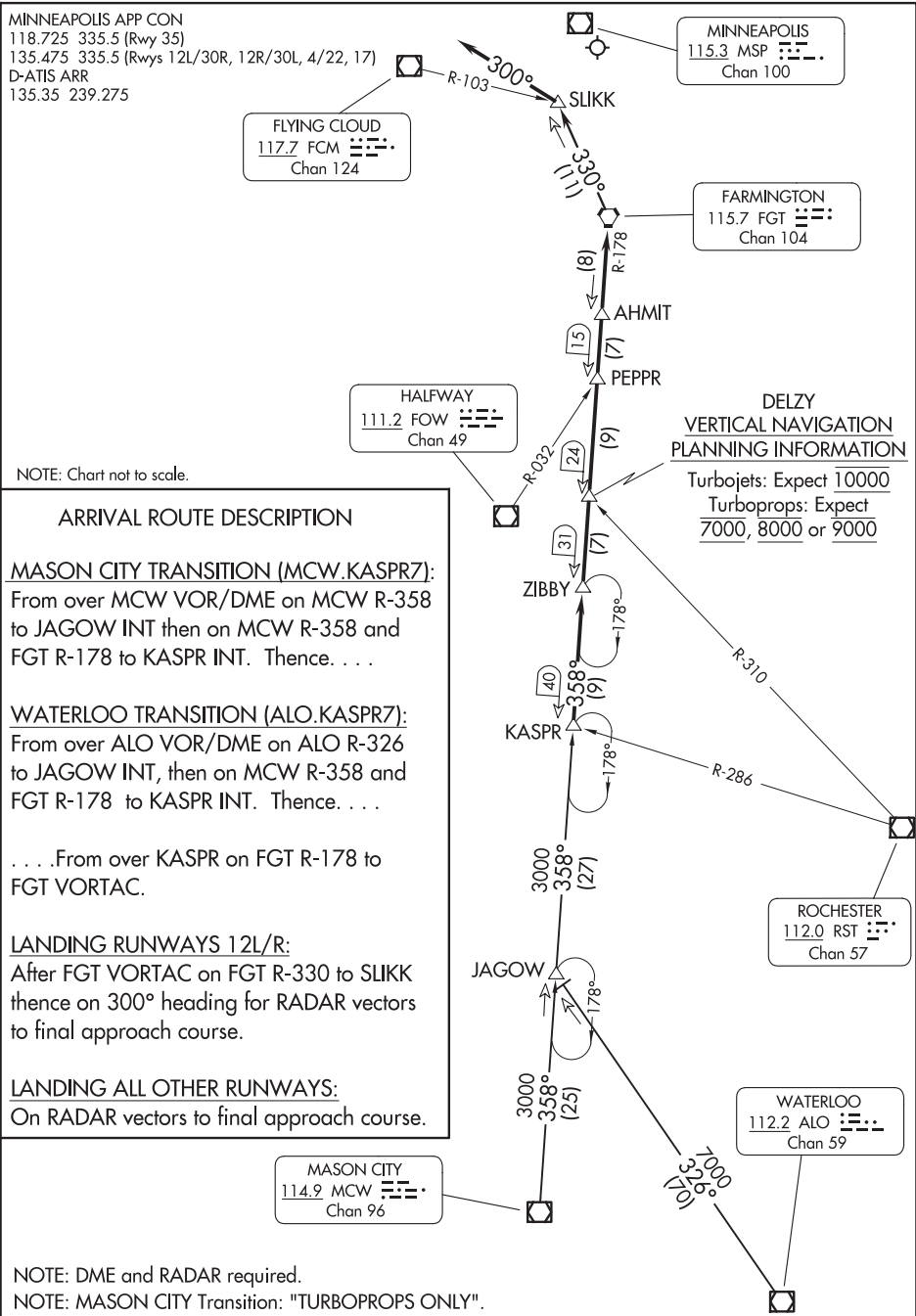
MINNEAPOLIS, MINNESOTA



GOPHER ONE ARRIVAL

(GEP.GEP1) 17AUG17

MINNEAPOLIS, MINNESOTA

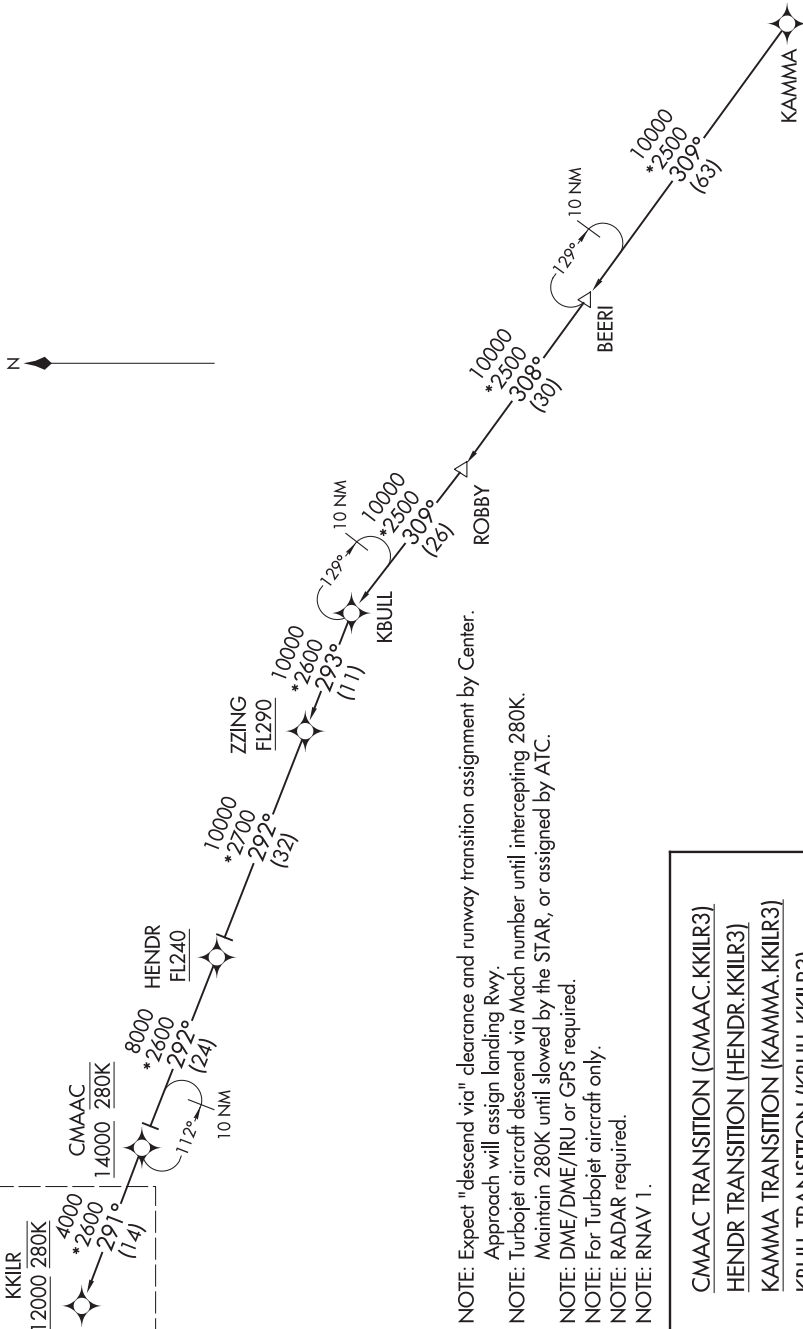


(KKILR.KKILR3) 17173

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

KKILR THREE ARRIVAL (RNAV) Transition Routes AL-264 (FAA) MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON  
126.35 335.5  
D-ATIS ARR  
135.35 239.275



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Expect "descend via" clearance and runway transition assignment by Center.

Approach will assign landing Rwy.

NOTE: Turbojet aircraft descend via Mach number until intercepting 280K.

Maintain 280K until slowed by the STAR, or assigned by ATC.

NOTE: DME/DME/IRU or GPS required.

NOTE: For Turbojet aircraft only.

NOTE: RADAR required.

NOTE: RNAV 1.

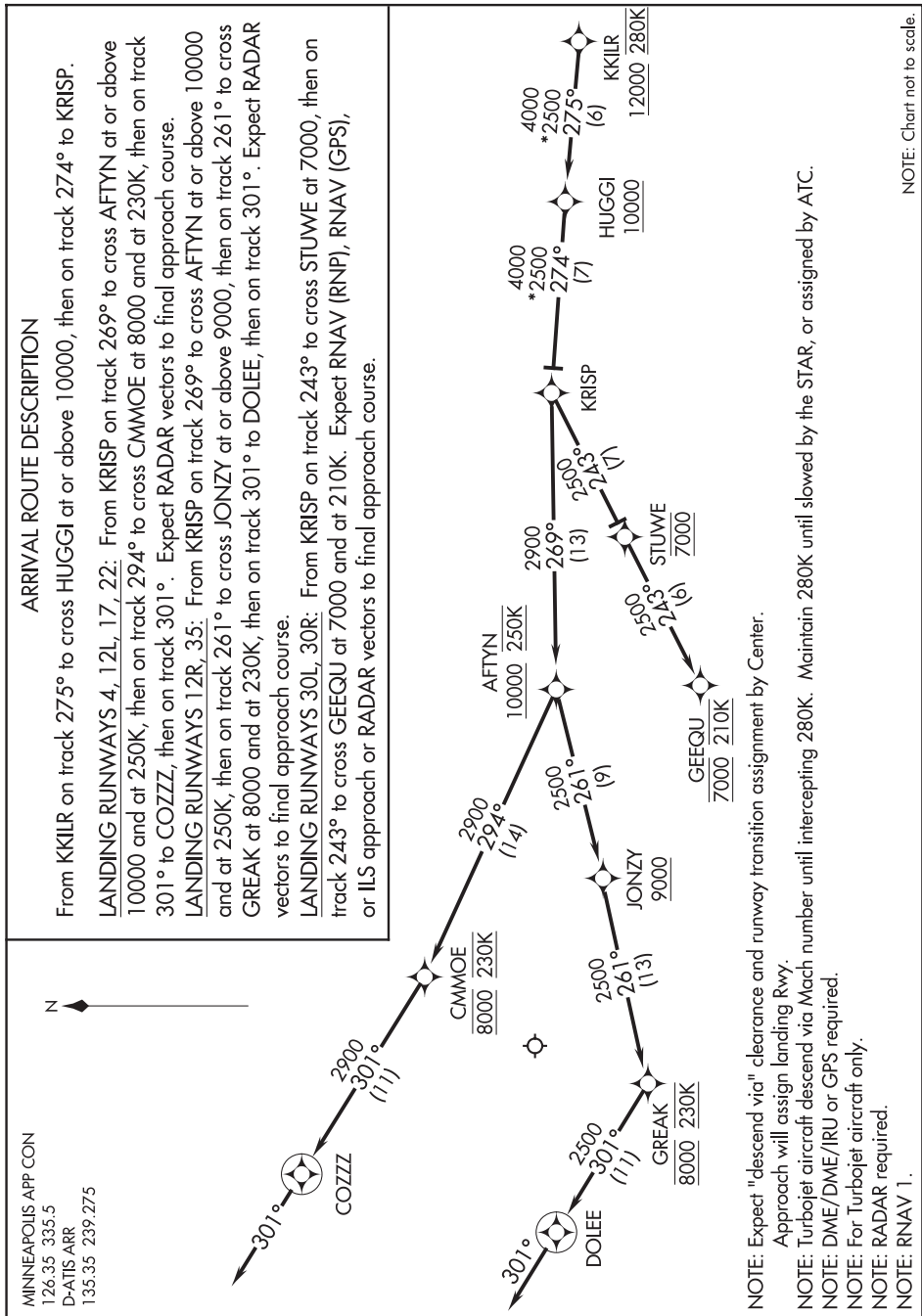
- CMAAC TRANSITION (CMAAC.KKILR3)
- HENDR TRANSITION (HENDR.KKILR3)
- KAMMA TRANSITION (KAMMA.KKILR3)
- KBULL TRANSITION (KBULL.KKILR3)

KKILR THREE ARRIVAL (RNAV) Transition Routes

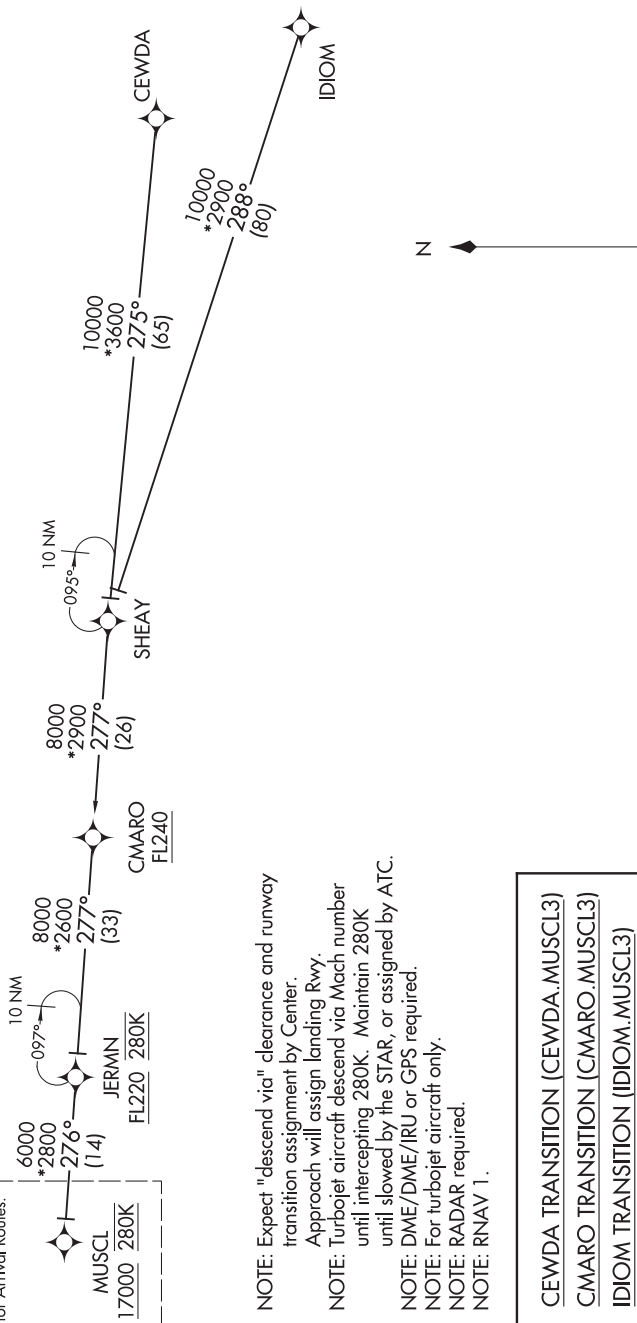
MINNEAPOLIS, MINNESOTA

(KKILR.KKILR3) 05JAN17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)



MINNEAPOLIS APP CON  
126.35 335.5  
D-ATIS ARR  
135.35 239.275



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

NC-1, 12 JUN 2025 to 07 AUG 2025

NOTE: Expect "descend via" clearance and runway transition assignment by Center.

Approach will assign landing Rwy.

NOTE: Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K

until slowed by the STAR, or assigned by ATC.

NOTE: DME/DME/IRU or GPS required.

NOTE: For turbojet aircraft only.

NOTE: RADAR required.

NOTE: RNAV 1.

CEWDA TRANSITION (CEWDA.MUSCL3)

CMARO TRANSITION (CMARO.MUSCL3)

### IDIOM TRANSITION (IDIOM.MUSCL3)

JERMAN TRANSITION (JERMAN.MUSCL3)

SHEAY TRANSITION (SHEAY.MUSCL3)

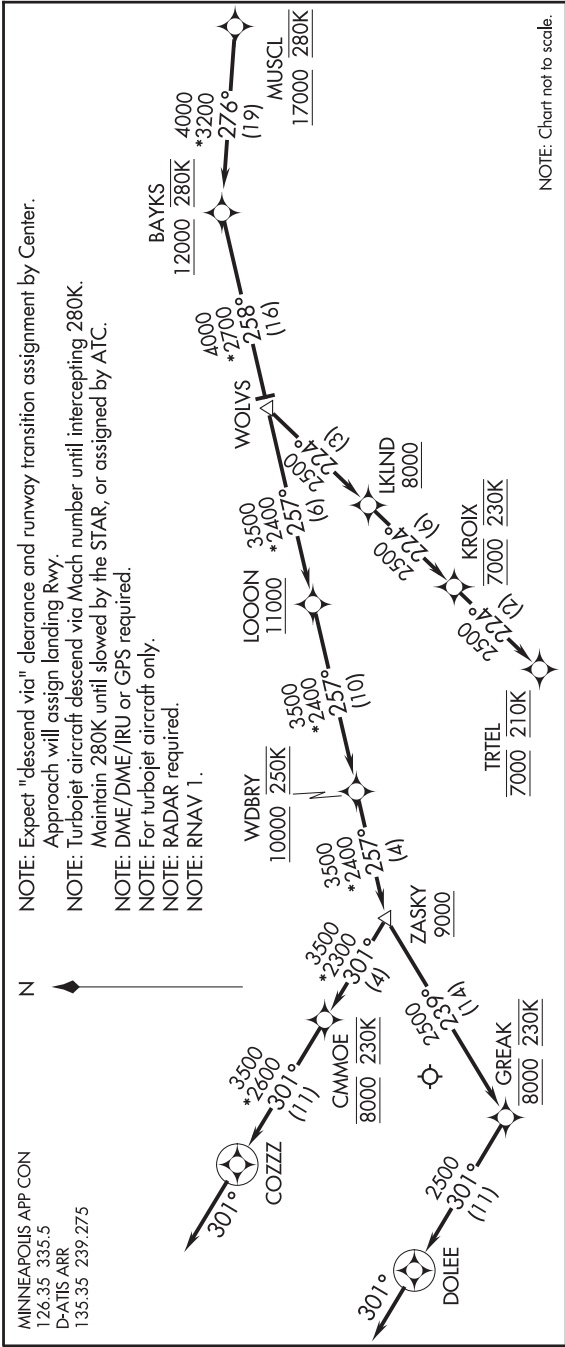
## MUSCL THREE ARRIVAL (RNAV) Transition Routes

MINNEAPOLIS, MINNESOTA

(MUSCL.MUSCL3) 05JAN17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)





(NITZR.NITZR3) 18032

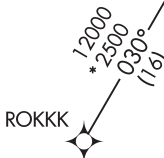
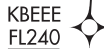
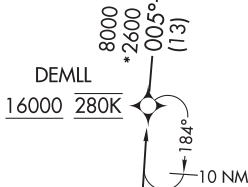
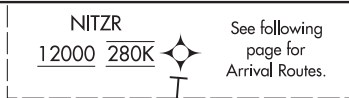
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

NITZR THREE ARRIVAL (RNAV) Transition Routes

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON  
135.475 335.5  
D-ATIS ARR  
135.35 239.275



- NOTE: Expect "descend via" clearance and runway transition assignment by Center. Approach will assign landing Rwy.
- NOTE: Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR, or assigned by ATC.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: For turbojet aircraft only.
- NOTE: RADAR required.
- NOTE: RNAV 1.

(CONTINUED ON FOLLOWING PAGE)

- DEMLL TRANSITION (DEMLL.NITZR3)
- ROKKK TRANSITION (ROKKK.NITZR3)
- RRAZZ TRANSITION (RRAZZ.NITZR3)

NOTE: Chart not to scale.

NITZR THREE ARRIVAL (RNAV) Transition Routes

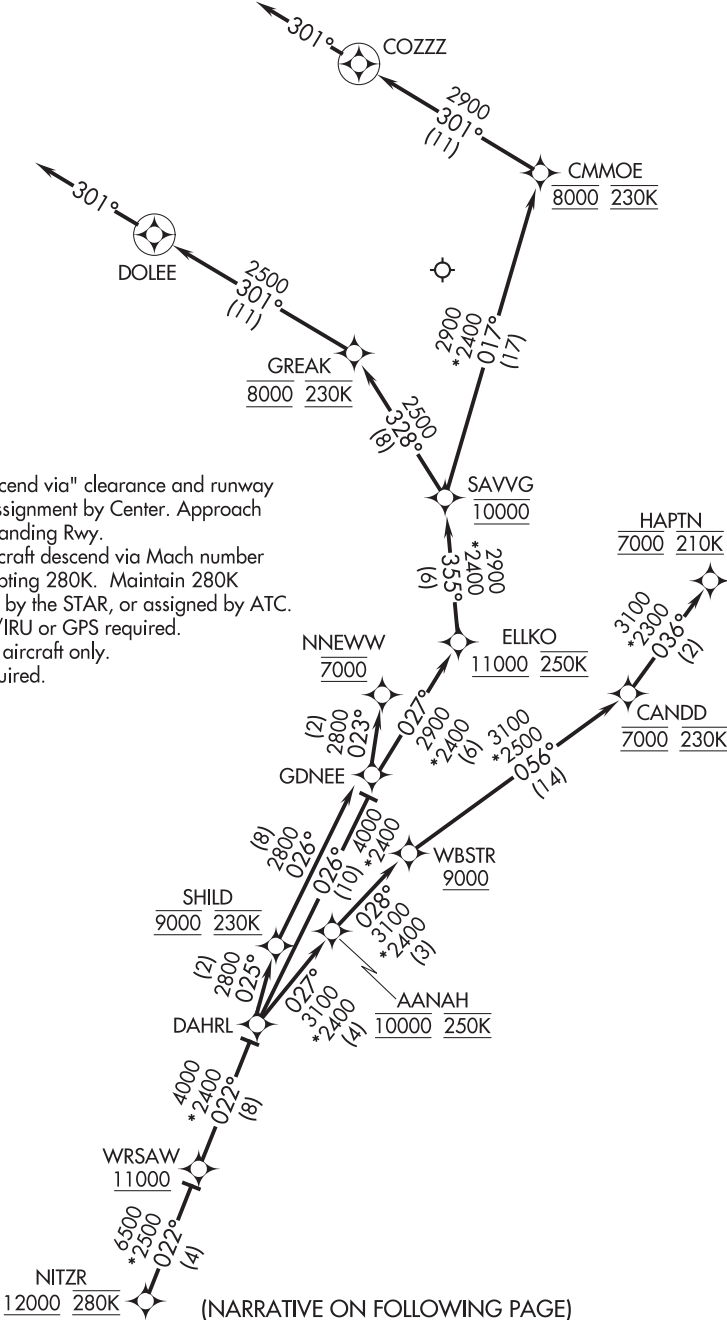
MINNEAPOLIS, MINNESOTA

(NITZR.NITZR3) 05JAN17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

MINNEAPOLIS APP CON  
135.475 335.5  
D-ATIS ARR  
135.35 239.275

- NOTE: Expect "descend via" clearance and runway transition assignment by Center. Approach will assign landing Rwy.
- NOTE: Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR, or assigned by ATC.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: For turbojet aircraft only.
- NOTE: RADAR required.
- NOTE: RNAV 1.



## ARRIVAL ROUTE DESCRIPTION

From NITZR on track 022° to cross WRS AW at or above 11000, then on track 022° to DAHRL.

LANDING RUNWAYS 4, 12R, 17, 22: From DAHRL on track 026° to GDNEE, then on track 027° to cross ELLKO at or above 11000 and at 250K, then on track 355° to cross SAVVG at 10000, then on track 328° to cross GREAK at 8000 and at 230K, then on track 301° to DOLEE, then on track 301°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 12L: From DAHRL on track 026° to GDNEE, then on track 027° to cross ELLKO at or above 11000 and at 250K, then on track 355° to cross SAVVG at 10000, then on track 017° to cross CMMOE at 8000 and at 230K, then on track 301° to COZZZ, then on track 301°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 30L/R: From DAHRL on track 027° to cross AANA H at 10000 and at 250K, then on track 028° to cross WBSTR at or above 9000, then on track 056° to cross CANDD at 7000 and at 230K, then on track 036° to cross HAPT N at 7000 and at 210K. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.

LANDING RUNWAY 35: From DAHRL on track 025° to cross SHILD at 9000 and at 230K, then on track 026° to GDNEE, then on track 023° to cross NNEW W at 7000. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.

(SKETR.SKETR5) 23334  
SKETR FIVE ARRIVAL

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
AL-264 (FAA) MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON  
126.95 335.5  
D-ATIS ARR  
135.35 239.275

MINNEAPOLIS  
115.3 MSP  
Chan 100

REDWOOD FALLS  
113.3 RWF  
Chan 80

VERTICAL NAVIGATION  
PLANNING INFORMATION  
Turboprops: Expect 11000  
Turboprops: Expect 7000

ARRIVAL ROUTE DESCRIPTION

REDWOOD FALLS TRANSITION (RWF.SKETR5): From over RWF VOR/DME on RWF R-065 to SKETR/34 DME. Thence . . . .

. . . . From over SKETR/RWF 34 DME via RWF R-065 to SHONN/RWF 44 DME, then via MSP R-251 to NORWD/MSP 30 DME, then via MSP R-251 to JAEDN/MSP 22 DME, then via MSP R-251 to MONKY/MSP 9 DME, thence . . . .

LANDING MSP RUNWAY 30L/R: . . . . depart MONKY/MSP 9 DME heading 120° for RADAR vectors to final approach course.

LANDING MSP RUNWAY 35: . . . . depart MONKY/MSP 9 DME via MSP R-251 to CHYMP/MSP 8 DME, then via heading 170° for RADAR vectors to final approach course.

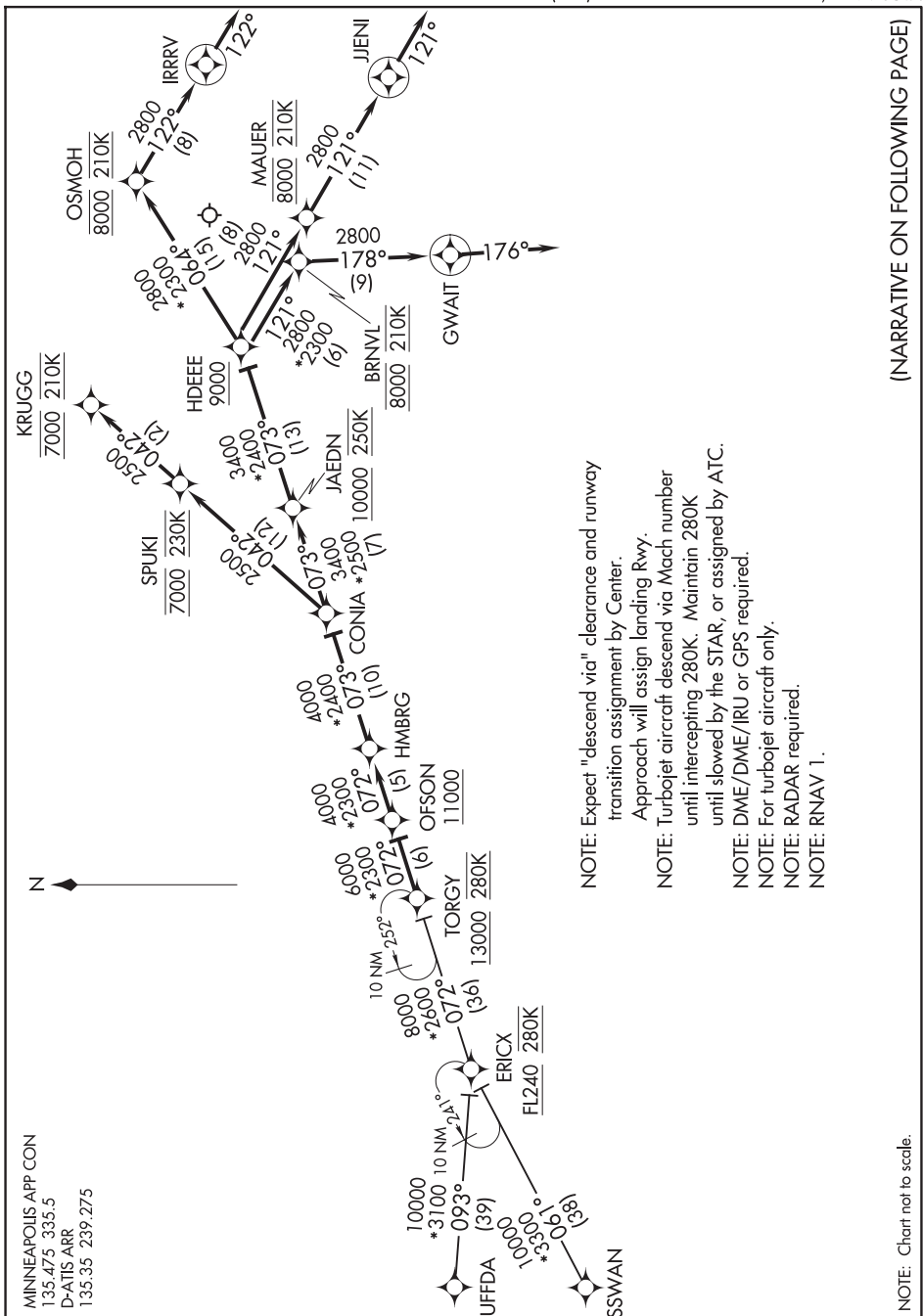
ALL OTHER RUNWAYS: . . . . via RADAR vectors to final approach course.

SKETR FIVE ARRIVAL  
(SKETR.SKETR5) 10JAN13

MINNEAPOLIS, MINNESOTA  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

Z17

NC-1, 12 JUN 2025 to 07 AUG 2025



NOTE: Chart not to scale.

NC-1, 12 JUN 2025 to 07 AUG 2025

(NARRATIVE ON FOLLOWING PAGE)

## TORGY THREE ARRIVAL (RNAV)

(TORGY.TORGY3) 05JAN17

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

ARRIVAL ROUTE DESCRIPTION

- ERICX TRANSITION (ERICX.TORGY3)
- SSWAN TRANSITION (SSWAN.TORGY3)
- UFFDA TRANSITION (UFFDA.TORGY3)

From TORGY on track 072° to cross OFSON at or above 11000, then on track 072° to HMBRG, then on track 073° to CONIA.

LANDING RUNWAYS 4, 17, 22, 30L: From CONIA on track 073° to cross JAEDN at or above 10000 and at 250K, then on track 073° to cross HDEEE at or above 9000, then on track 121° to cross MAUER at 8000 and at 210K, then on track 121° to JJENI, then on track 121°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 12L/R: From CONIA on track 042° to cross SPUKI at 7000 and at 230K, then on track 042° to cross KRUGG at 7000 and at 210K. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.

LANDING RUNWAY 30R: From CONIA on track 073° to cross JAEDN at or above 10000 and at 250K, then on track 073° to cross HDEEE at or above 9000, then on track 064° to cross OSMOH at 8000 and at 210K, then on track 122° to IRRRV, then on track 122°. Expect RADAR vectors to final approach course.

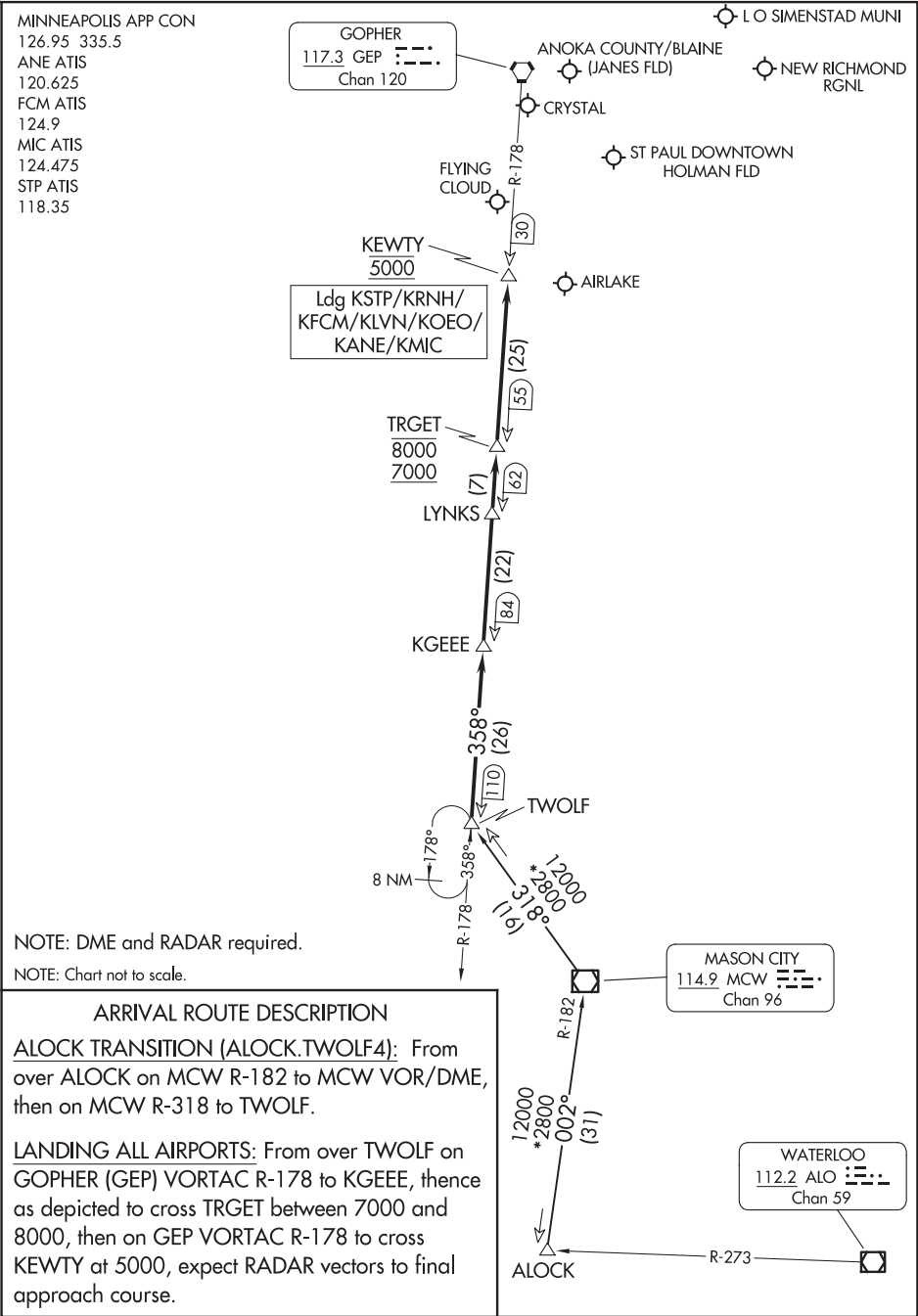
LANDING RUNWAY 35: From CONIA on track 073° to cross JAEDN at or above 10000 and at 250K, then on track 073° to cross HDEEE at or above 9000, then on track 121° to cross BRNVL at 8000 and at 210K, then on track 178° to GWAIT, then on track 176°. Expect RADAR vectors to final approach course.

(TWOLF.TWOLF4) 23334

TWOLF FOUR ARRIVAL

AL-263 (FAA)

MINNEAPOLIS, MINNESOTA



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

TWOLF FOUR ARRIVAL

(TWOLF.TWOLF4) 03NOV22

MINNEAPOLIS, MINNESOTA



LOC/DME I-ABR  
**109.9**  
Chan **36**

APP CRS  
**308°**

Rwy Idg  
TDZE  
Apt Elev  
**6901**  
**1301**  
**1302**

ILS or LOC RWY 31  
ABERDEEN RGNL (ABR)

ADF required.  
For inop ALS, increase S-LOC 31 Cats C/D visibility to 1 SM.

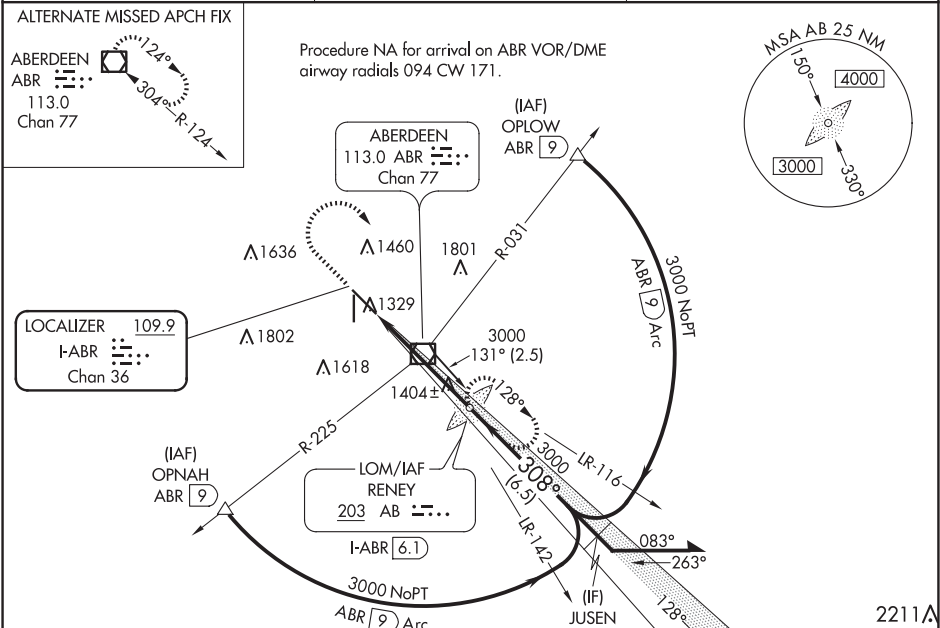
MALSR  
AS

MISSED APPROACH: Climb to 3000 then right turn direct RENEY LOM/I-ABR 6.1 DME and hold.

ASOS  
**125.875**

MINNEAPOLIS CENTER  
**120.6 371.9**

UNICOM  
**122.7 (CTAF)**



ELEV 1302 TDZE 1301  
HIRL Rwy 13-31  
MIRL Rwy 17-35  
REIL Rwy 13, 17 and 35  
1412  
ZL  
5500 X 100  
35  
308° 4.8 NM from FAF  
FAF to MAP 4.8 NM  
Knots 60 90 120 150 180  
Min:Sec 4:48 3:12 2:24 1:55 1:36

3000  
AB  
\* LOC only.  
I-ABR 1.4  
\* I-ABR 2.3  
0.9 NM  
3.9 NM  
AB RENEY LOM I-ABR 6.1  
Use I-ABR DME when on LOC course.  
Remain within 10 NM  
128°  
308°  
3000  
GS 3.00°  
TCH 64

| CATEGORY | A                  | B | C                  | D                  |
|----------|--------------------|---|--------------------|--------------------|
| S-ILS 31 | 1501-½ 200 (200-½) |   |                    |                    |
| S-LOC 31 | 1660-½ 359 (400-½) |   | 1660-⅝ 359 (400-⅝) | 1660-¾ 359 (400-¾) |

ABERDEEN, SOUTH DAKOTA

AI-642 (FAA)

23250

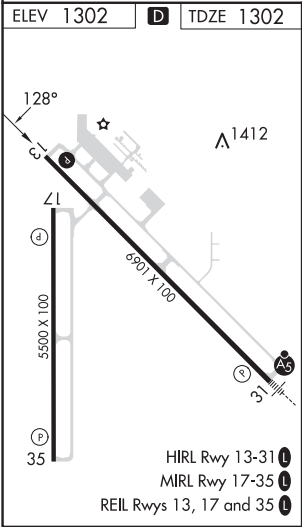
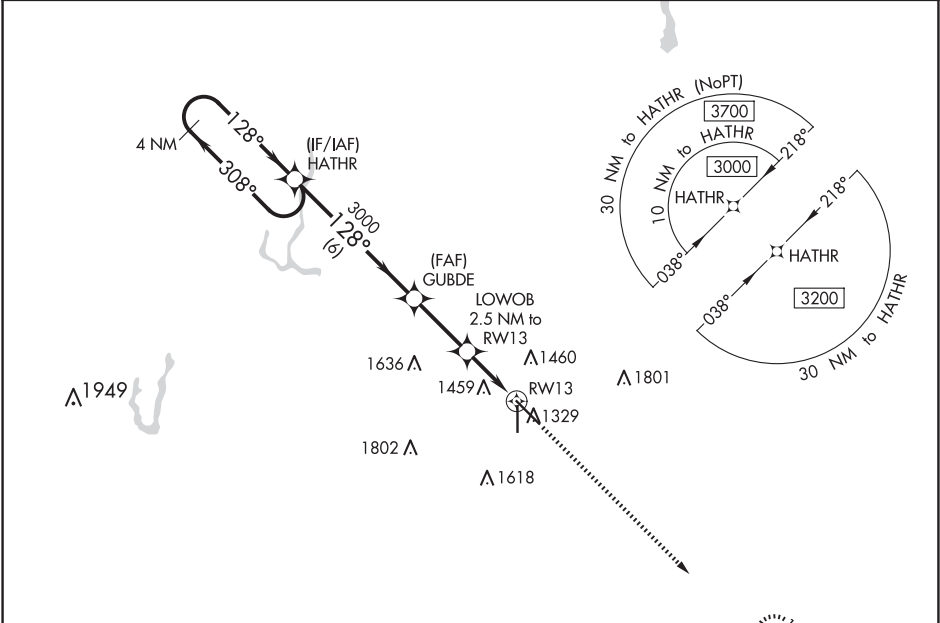
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>40341</b><br><b>W13A</b> | APP CRS<br><b>128°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6901</b><br><b>1302</b><br><b>1302</b> |
|--|------------------------|-----------------------------|---|


RNAV (GPS) RWY 13

ABERDEEN RGNL (ABR)

|                 |   |
|-----------------|---|
| RNP APCH - GPS. | MISSED APPROACH: Climb to 3000 direct DOXCU and hold. |
|-----------------|---|

|                        |  |                               |
|------------------------|--|-------------------------------|
| ASOS<br><b>125.875</b> | MINNEAPOLIS CENTER<br><b>120.6 371.9</b> | UNICOM<br><b>122.7 (CTAF)</b> |
|------------------------|--|-------------------------------|



|  |                       |                       |                                  |  |  |
|--|-----------------------|-----------------------|----------------------------------|--|--|
| <div>4 NM Holding Pattern</div> <div><div>3000</div><div>←308°</div><div>128°→</div><div>128°→</div></div> <div><div>GP 3.00°</div><div>TCH 51</div></div> |                       | <div>HATHR</div>      | <div>GUBDE</div> <div>3000</div> | <div>LOWOB</div> <div>2.5 NM to RW13</div> | <div>3000</div> <div>↑</div> <div>DOXCU</div> <div>✦</div> |
| <div>3000</div> <div>←308°</div> <div>128°→</div> <div>128°→</div>   |                       |                       | <div>3000</div>                  | <div>*1.1 NM to RW13</div>                 | <div>*UNAV only.</div>                                     |
|  |                       | <div>6 NM</div>       | <div>2.7 NM</div>                | <div>1.4 NM</div>                          | <div>1.1 NM</div>  |
| CATEGORY   | A                     | B                     | C                                | D  |  |
| LPV DA   | 1502-1 200 (200-1)    |                       |                                  |  |  |
| LNNAV/VNAV DA  | 1752-1⅜ 450 (500-1⅜)  |                       |                                  |  |  |
| LNNAV MDA  | 1700-1 398 (400-1)    |                       | 1700-1⅛ 398 (400-1⅛)             |  |  |
|  CIRCLING   | 1760-1<br>458 (500-1) | 1860-1<br>558 (600-1) | 1960-1¾<br>658 (700-1¾)          | 2160-2¾<br>858 (900-2¾)                    |  |

ABERDEEN, SOUTH DAKOTA  
Amdt 1A 07SEP23

45°27'N-98°25'W

ABERDEEN RGNL (ABR)

RNAV (GPS) RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>56340</b><br><b>W17A</b> | APP CRS<br><b>173°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>1302</b><br><b>1302</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 17

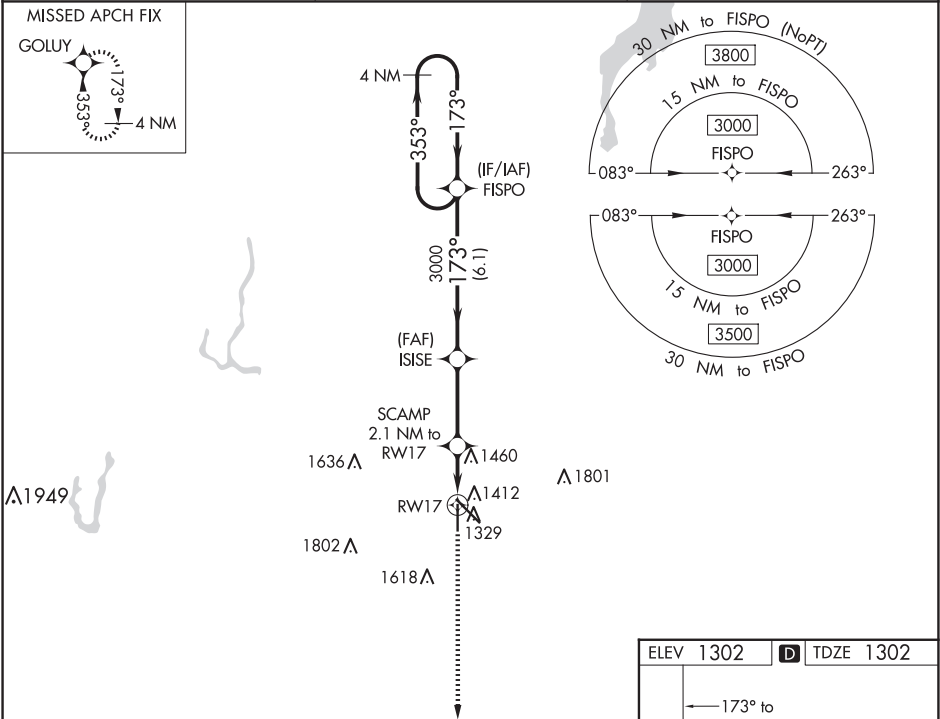
ABERDEEN RGNL (ABR)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F).  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct GOLUY and hold.

|                        |  |  |
|------------------------|--|--|
| ASOS<br><b>125.875</b> | MINNEAPOLIS CENTER<br><b>120.6 371.9</b> | UNICOM<br><b>122.7 (CTAF)</b> <b>1</b> |
|------------------------|--|--|



4 NM Holding Pattern

FISPO

ISISE

3000

GOLUY

SCAMP 2.1 NM to RW17

\*LNAV only

\*2000

\*1.2 NM to RW17

RW17

GP 3.00° TCH 40

6.1 NM

3.1 NM

0.9 NM

1.2 NM

| CATEGORY     | A                          | B                     | C                             | D                             |
|--------------|----------------------------|-----------------------|-------------------------------|-------------------------------|
| LPV DA       | 1502-3/4 200 (200-3/4)     |                       |                               |                               |
| LNAV/VNAV DA | 1624-1 1/8 322 (400-1 1/8) |                       |                               |                               |
| LNAV MDA     | 1720-1                     | 418 (500-1)           | 1720-1 1/8                    | 418 (500-1 1/8)               |
| CIRCLING     | 1760-1<br>458 (500-1)      | 1860-1<br>558 (600-1) | 1960-1 3/4<br>658 (700-1 3/4) | 2160-2 3/4<br>858 (900-2 3/4) |

ELEV 1302 **D** TDZE 1302

HIRL Rwy 13-31 **1**  
MIRL Rwy 17-35 **1**  
REIL Rws 13, 17 and 35 **1**

ABERDEEN, SOUTH DAKOTA

AL-642 (FAA)

24025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>42914</b><br><b>W31A</b> | APP CRS<br><b>308°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6901</b><br><b>1301</b><br><b>1302</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 31

ABERDEEN RGNL (ABR)

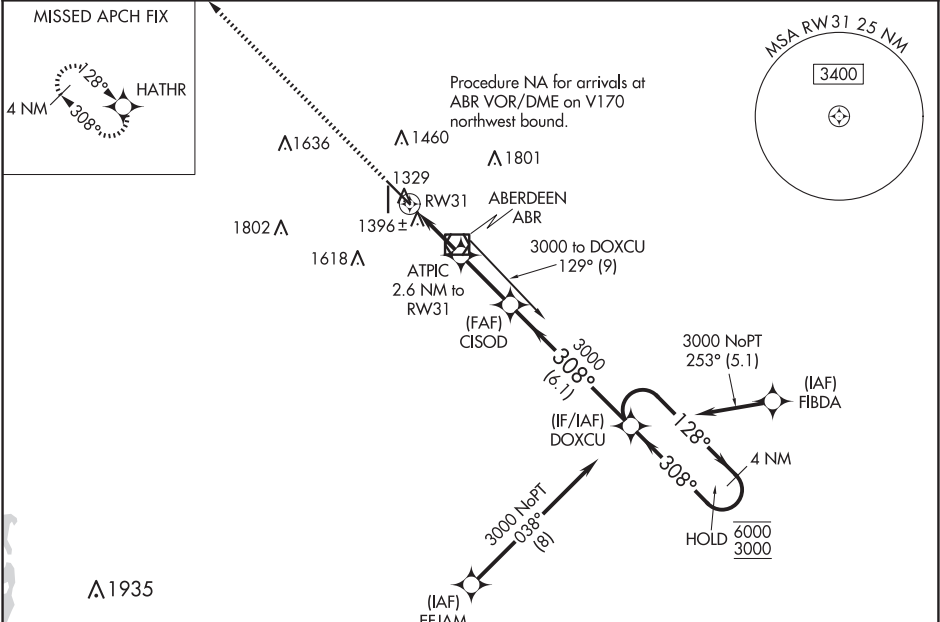
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility all Cats to ¾ SM and LNAV visibility all Cats to 1 SM.

MALSR

MISSED APPROACH: Climb to 3000 direct HATHR and hold.

|                        |  |                               |
|------------------------|--|-------------------------------|
| ASOS<br><b>125.875</b> | MINNEAPOLIS CENTER<br><b>120.6 371.9</b> | UNICOM<br><b>122.7 (CTAF)</b> |
|------------------------|--|-------------------------------|



3000

HATHR

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).

ATPIC 2.6 NM to RW31

CISOD

DOXCU

4 NM Holding Pattern

3000

128°

308°

6000

3000

GP 3.00° TCH 52

0.9 NM to RW31

0.9 NM

1.7 NM

2.5 NM

6.1 NM

| CATEGORY     | A                  | B                  | C                    | D                    |
|--------------|--------------------|--------------------|----------------------|----------------------|
| LPV DA       | 1501-½ 200 (200-½) |                    |                      |                      |
| LNAV/VNAV DA | 1599-½ 298 (300-½) |                    |                      |                      |
| LNAV MDA     | 1660-½ 359 (400-½) | 1660-⅝ 359 (400-⅝) |                      |                      |
| CIRCLING     | 1760-1 458 (500-1) | 1860-1 558 (600-1) | 1960-1¾ 658 (700-1¾) | 2160-2¾ 858 (900-2¾) |

ELEV 1302 TDZE 1301

1412

5500 X 100

500 X 100

35

45

51

308°

HIRL Rwy 13-31

MIRL Rwy 17-35

REIL Rws 13, 17 and 35

ABERDEEN, SOUTH DAKOTA

Orig-C 25JAN24

45°27'N-98°25'W

ABERDEEN RGNL (ABR)

RNAV (GPS) RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

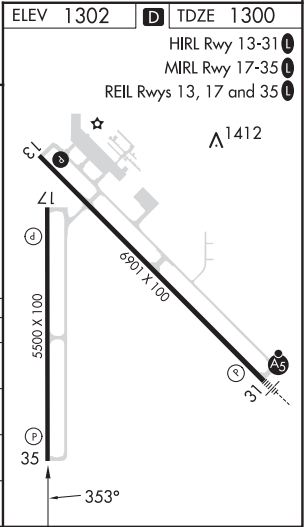
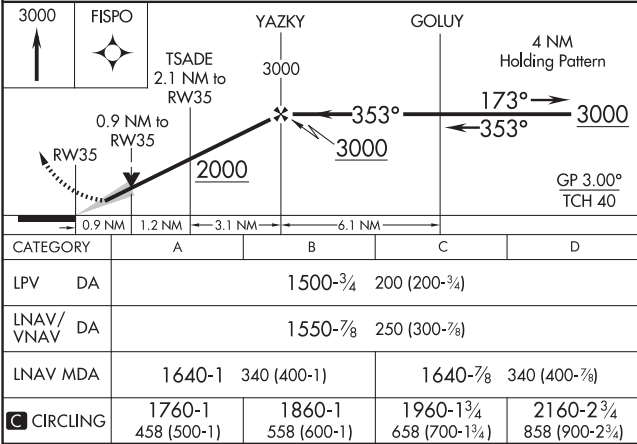
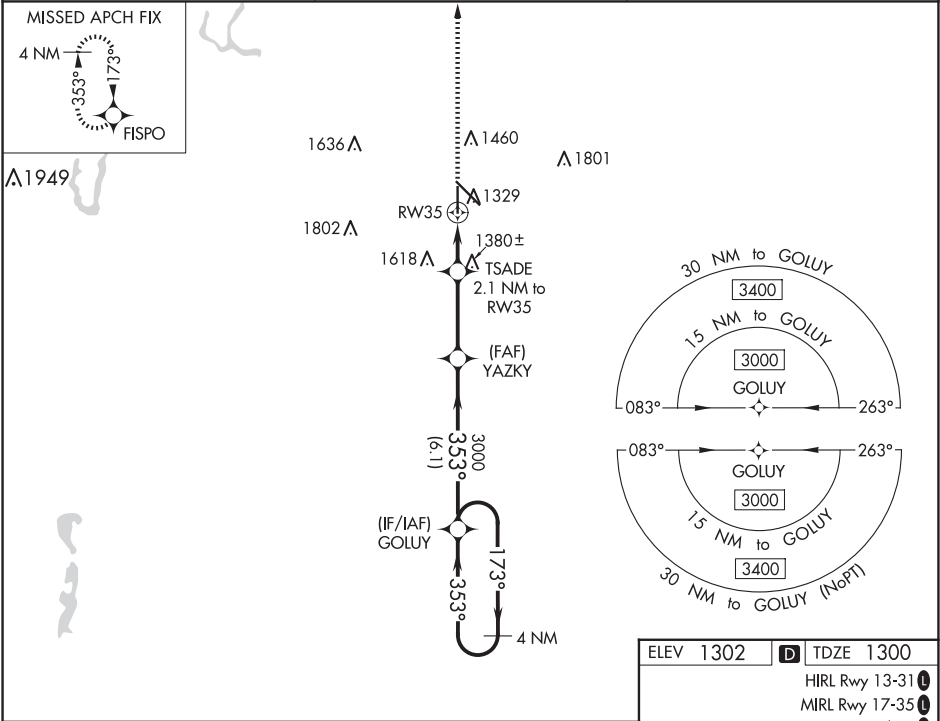
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>65800</b><br><b>W35A</b> | APP CRS<br><b>353°</b> | Rwy Idg<br>TDZE <b>1300</b><br>Apt Elev <b>1302</b> |
|--|------------------------|---|

RNAV (GPS) RWY 35

ABERDEEN RGNL (ABR)

|  |   |
|--|---|
| RNP APCH - GPS.  | MISSED APPROACH: Climb to 3000 direct FISPO and hold. |
| <div><div>▼</div>For uncompensated Baro-VNAV systems, LNAV/VNAV</div> <div><div>▲</div>NA below -22°C or above 54°C.</div> |   |

|                        |  |  |
|------------------------|--|--|
| ASOS<br><b>125.875</b> | MINNEAPOLIS CENTER<br><b>120.6 371.9</b> | UNICOM<br><b>122.7 (CTAF)</b> <b>1</b> |
|------------------------|--|--|



ABERDEEN, SOUTH DAKOTA

AL-642 (FAA)

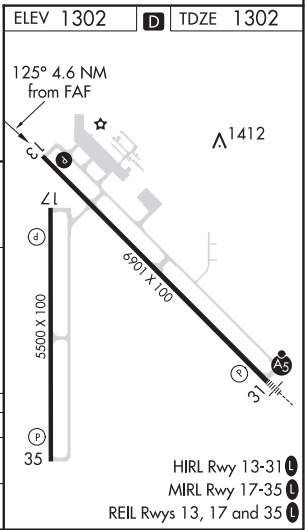
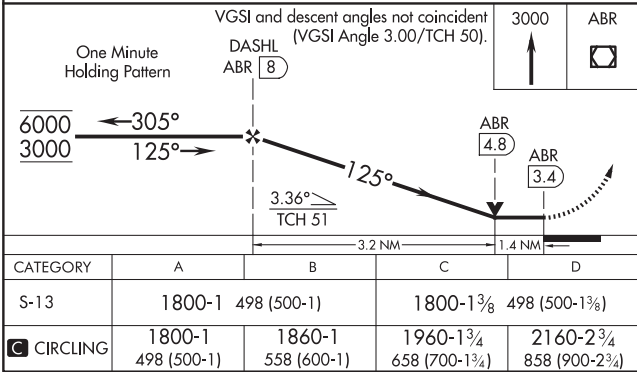
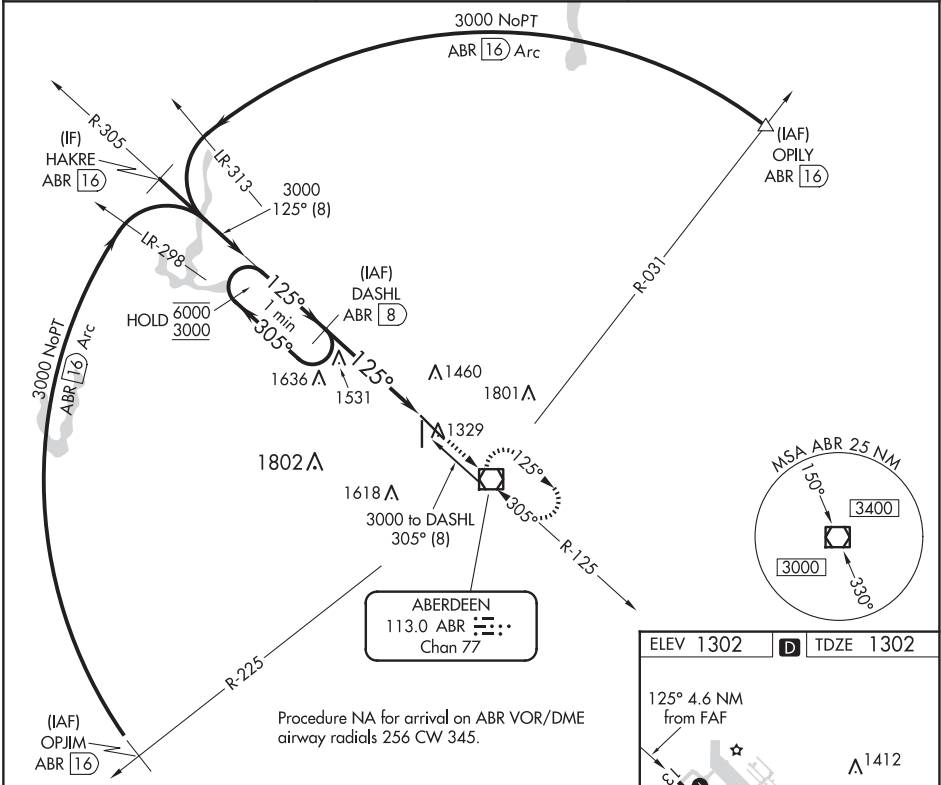
21280

|             |         |          |      |
|-------------|---------|----------|------|
| VOR/DME ABR | APP CRS | Rwy Idg  | 6901 |
| 113.0       | 125°    | TDZE     | 1302 |
| Chan 77     |         | Apt Elev | 1302 |

VOR RWY 13  
ABERDEEN RGNL(ABR)

|                         |   |
|-------------------------|---|
| DME required.<br>▼<br>▲ | MISSED APPROACH: Climb to 3000 direct ABR VOR/DME and hold. |
|-------------------------|---|

|                 |                                   |                          |
|-----------------|-----------------------------------|--------------------------|
| ASOS<br>125.875 | MINNEAPOLIS CENTER<br>120.6 371.9 | UNICOM<br>122.7 (CTAF) ① |
|-----------------|-----------------------------------|--------------------------|



ABERDEEN, SOUTH DAKOTA  
Amdt 13B 28FEB19

45°27'N-98°25'W

ABERDEEN RGNL(ABR)  
VOR RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|             |         |          |      |
|-------------|---------|----------|------|
| VOR/DME ABR | APP CRS | Rwy Idg  | 6901 |
| 113.0       | 304°    | TDZE     | 1301 |
| Chan 77     |         | Apt Elev | 1302 |

VOR RWY 31

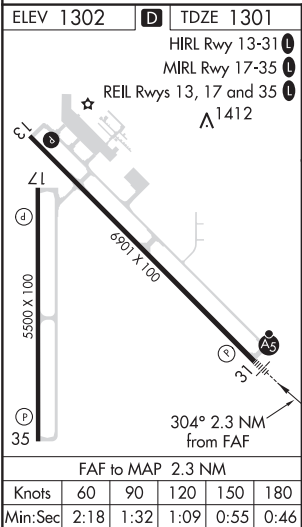
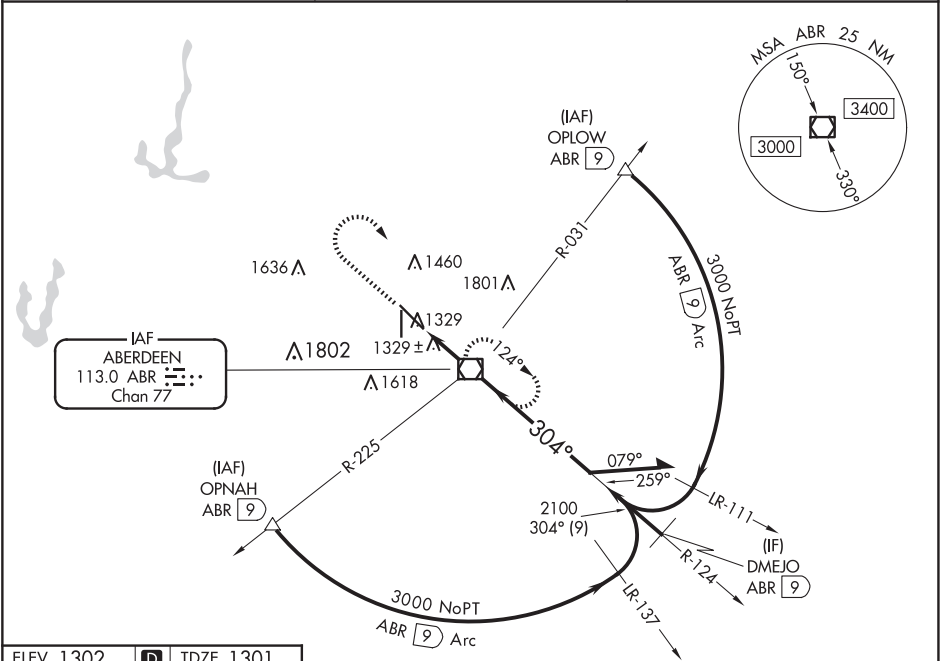
ABERDEEN RGNL(ABR)


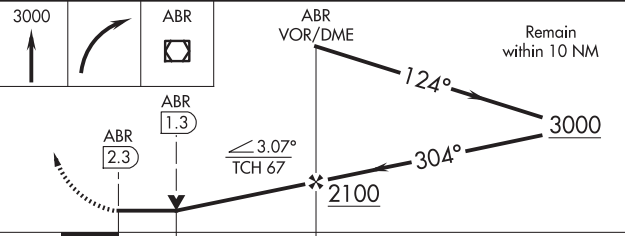

For inop ALS, increase S-31 Cat C visibility to 1 SM.

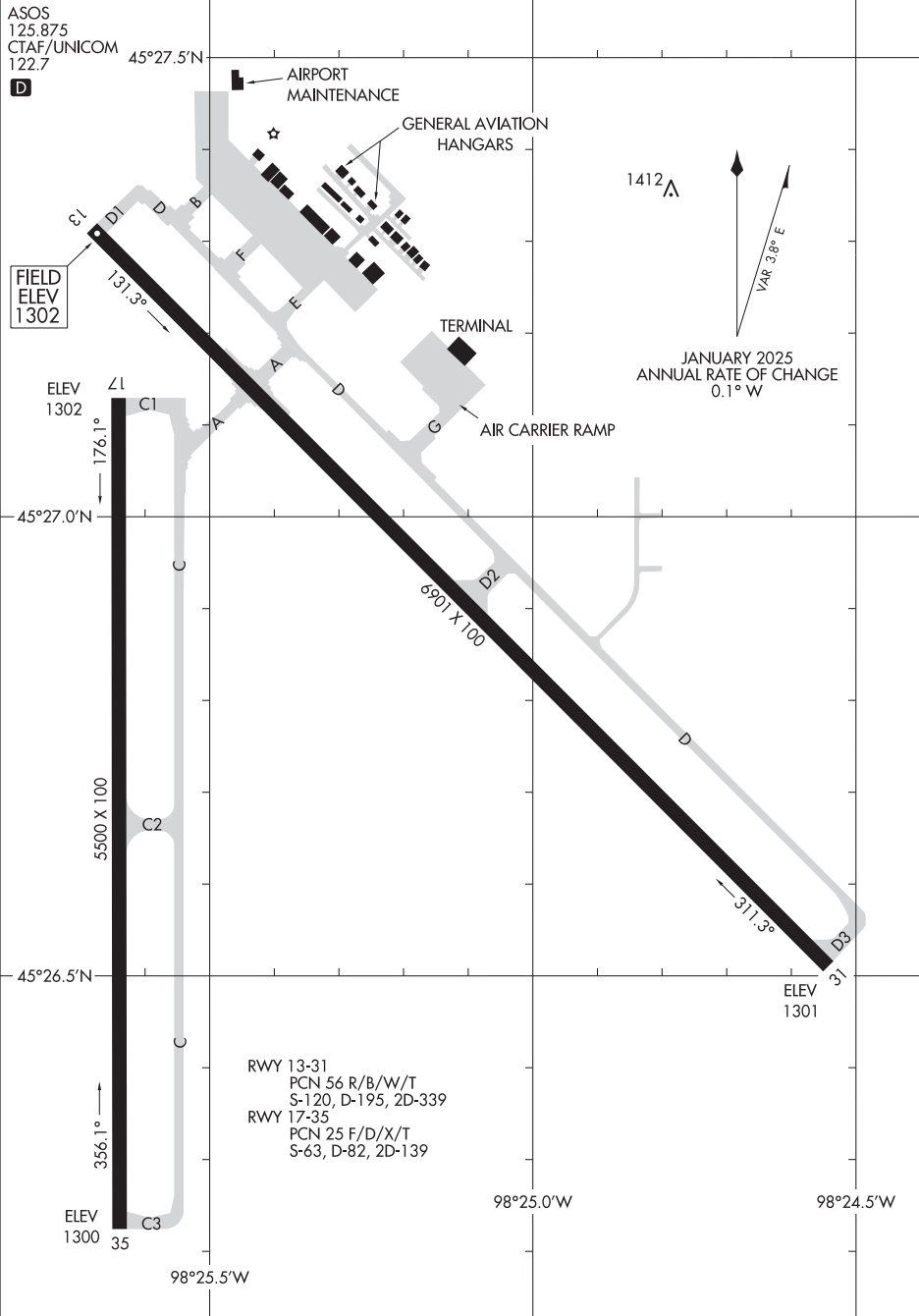
MALSR

MISSED APPROACH: Climb to 3000 then right turn direct ABR VOR/DME and hold.

|                 |                                   |                        |
|-----------------|-----------------------------------|------------------------|
| ASOS<br>125.875 | MINNEAPOLIS CENTER<br>120.6 371.9 | UNICOM<br>122.7 (CTAF) |
|-----------------|-----------------------------------|------------------------|



|  |                       |   |                         |                       |    |
|--|-----------------------|---|-------------------------|-----------------------|----|
|           |                       |  |                         | Remain within 10 NM   |    |
| CATEGORY   | A                     |   | B                       | C                     | D  |
| S-31   | 1660-½                |   | 359 (400-½)             | 1660-¾<br>359 (400-¾) | NA |
|  CIRCLING | 1760-1<br>458 (500-1) | 1860-1<br>558 (600-1)   | 1960-1¼<br>658 (700-1¼) | NA                    |    |



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



APP CRS  
329°

Rwy Idg  
TDZE  
Apt Elev

3103  
954  
954

RNAV (GPS) RWY 33

NORMAN COUNTY ADA/TWIN VALLEY (D00)

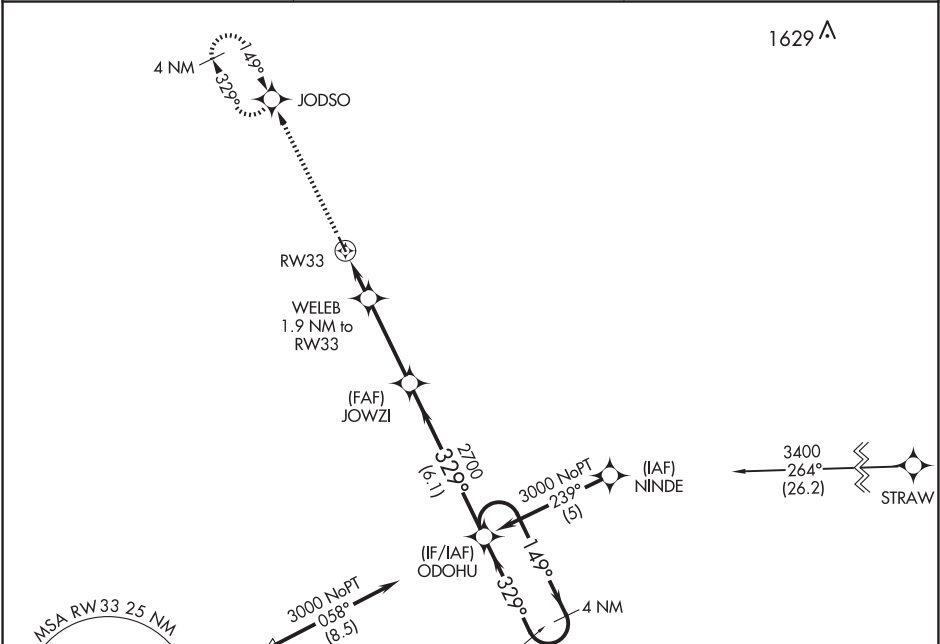
RNP APCH.

NA

Procedure NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA. Use Hector Intl altimeter setting.

MISSED APPROACH: Climb to 3300 direct JODSO and hold, continue climb-in-hold to 3300.

|                         |                               |               |
|-------------------------|-------------------------------|---------------|
| FAR ASOS<br>124.5 379.2 | FARGO APP CON<br>120.4 377.15 | CTAF<br>122.9 |
|-------------------------|-------------------------------|---------------|



ELEV 954

TDZE 954

3300 JODSO

↑

☆

WELEB  
1.9 NM to RW33

JOWZI

ODOHU

4 NM Holding Pattern

RW33

3.05°

TCH 45

1600

2700

329°

149°

6000

3000

1.9 NM

3.4 NM

6.1 NM

| CATEGORY | A                     | B                     | C                       | D  |
|----------|-----------------------|-----------------------|-------------------------|----|
| LNAV MDA | 1540-1                | 586 (600-1)           | 1540-1¾<br>586 (600-1¾) | NA |
| CIRCLING | 1540-1<br>586 (600-1) | 1580-1<br>626 (700-1) | 1600-1¾<br>646 (700-1¾) | NA |

GL

0.5% UP

3103 X 60

33

329° to RW33

LIRL Rwy 15-33

AITKIN, MINNESOTA

AL-6406 (FAA)

25051

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>78131</b><br><b>W16A</b> | APP CRS<br><b>164°</b> | Rwy Idg<br>TDZE <b>1206</b><br>Apt Elev <b>1206</b> |
|--|------------------------|---|

RNAV (GPS) RWY 16

AITKIN MUNI/STEVE KURTZ FLD (AIT)

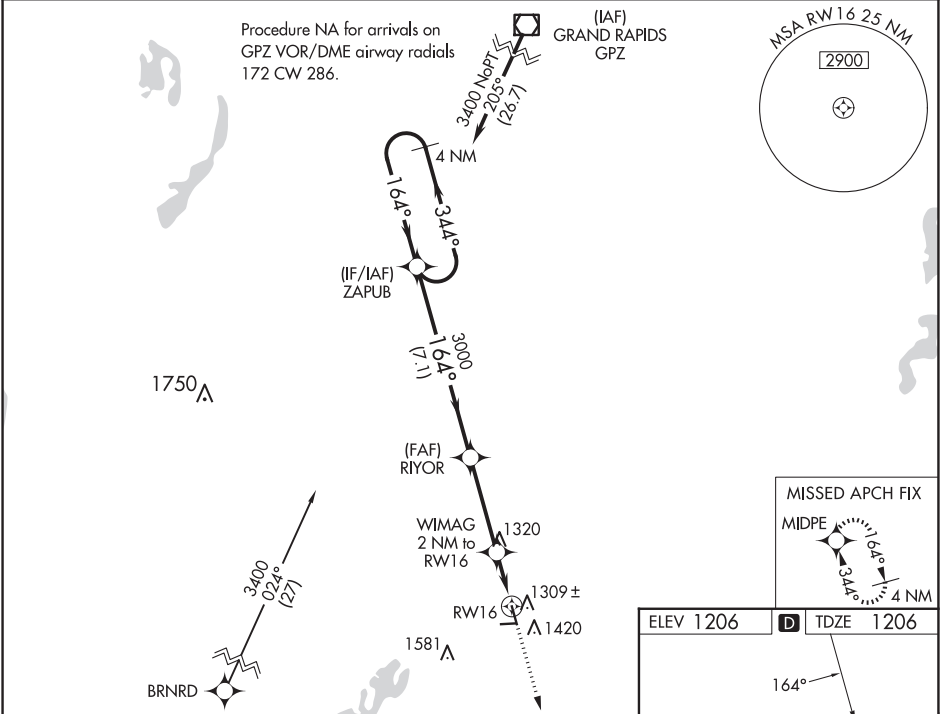
- ▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
- ⚠

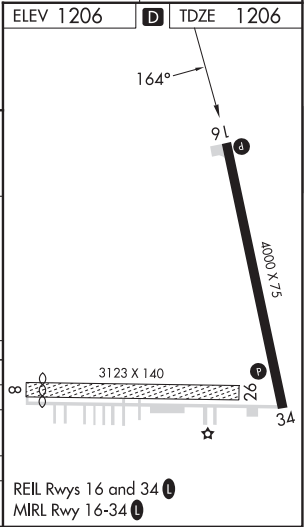
Baro-VNAV and VDP NA when using Mc Gregor altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received; use Mc Gregor altimeter setting and increase all DA and MDA 40 feet; increase LPV all Cats visibilities ¼ SM, LNAV/VNAV all Cats and LNAV Cat C visibilities ½ SM. Circling NA to Rwys 8 and 26. Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
Climb to 3400 direct  
MIDPE and hold.

|                          |   |                                  |
|--------------------------|---|----------------------------------|
| AWOS-3<br><b>118.675</b> | MINNEAPOLIS CENTER<br><b>118.05 239.0</b> | UNICOM<br><b>123.05 (CTAF) 0</b> |
|--------------------------|---|----------------------------------|



|                            |                    |  |                    |            |       |
|----------------------------|--------------------|--|--------------------|------------|-------|
| 4 NM Holding Pattern ZAPUB |                    | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32). |                    | 3400       | MIDPE |
| 3400 ← 344° 164° →         |                    | 164°   |                    | ↑          | ✧     |
| GP 3.00° TCH 40            |                    | 3000   |                    | *LNAV only |       |
| 7.1 NM                     |                    | 3.5 NM   |                    | 1 NM 1 NM  |       |
| CATEGORY                   | A                  | B  | C                  | D          |       |
| LPV DA                     | 1518-1             |  | 312 (400-1)        | NA         |       |
| LNAV/VNAV DA               | 1607-1 ¾           |  | 401 (500-1 ¾)      | NA         |       |
| LNAV MDA                   | 1560-1             |  | 354 (400-1)        | NA         |       |
| ✪ CIRCLING                 | 1780-1 574 (600-1) |  | 1900-2 694 (700-2) | NA         |       |



AITKIN, MINNESOTA  
Amdt 1 17AUG17

46°33'N-93°41'W

AITKIN MUNI/STEVE KURTZ FLD (AIT)

RNAV (GPS) RWY 16

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>82431</b><br><b>W34A</b> | APP CRS<br><b>344°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4000</b><br><b>1206</b><br><b>1206</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 34

AITKIN MUNI/STEVE KURTZ FLD (AIT')

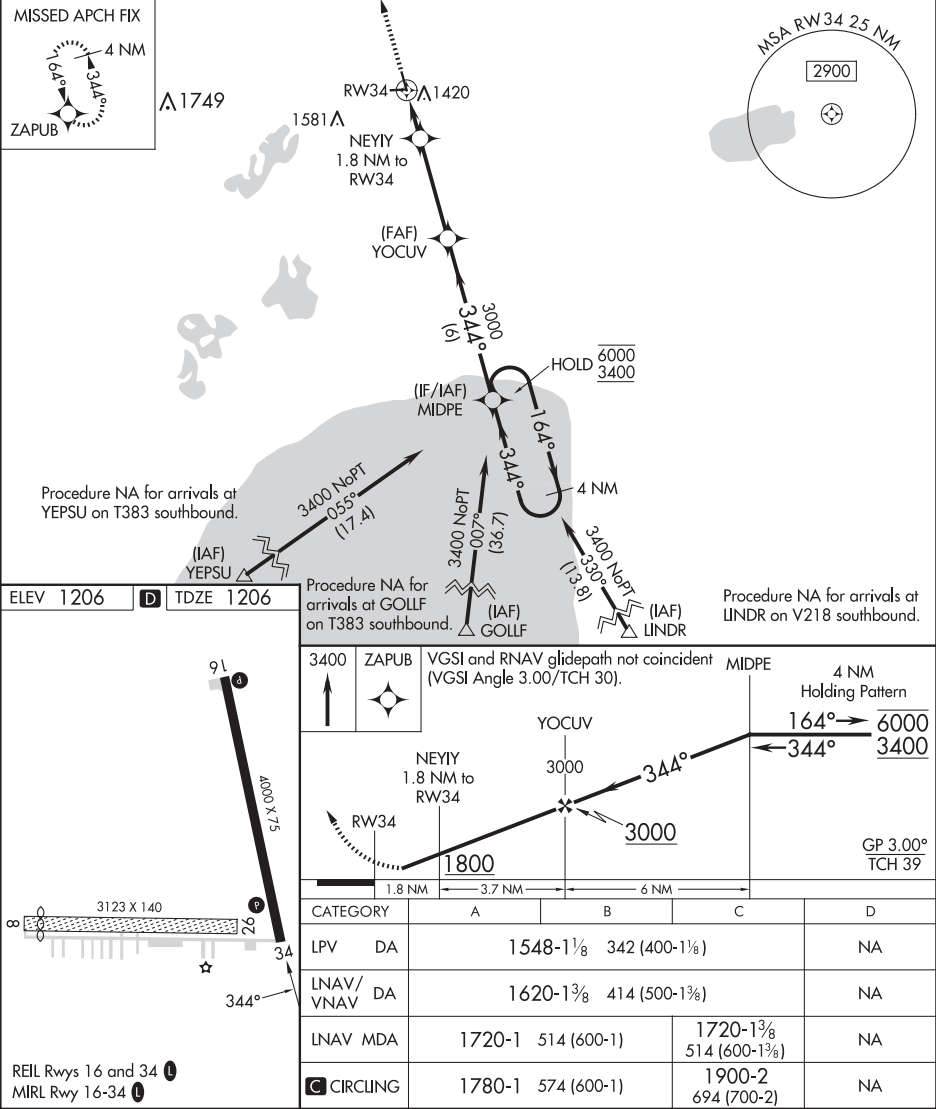
RNP APCH - GPS.

⚠

Circling NA to Rwy 8 and 26. Rwy 34 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Baro-VNAV NA when using HZX altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use HZX altimeter setting: increase LPV DA to 1588 feet and all visibilities  $\frac{1}{8}$  SM; increase LNAV/VNAV DA to 1660 feet and all visibilities  $\frac{1}{4}$  SM; increase all MDAs 40 feet and LNAV visibility Cat C  $\frac{1}{4}$  SM.

MISSED APPROACH:  
Climb to 3400 direct ZAPUB and hold.

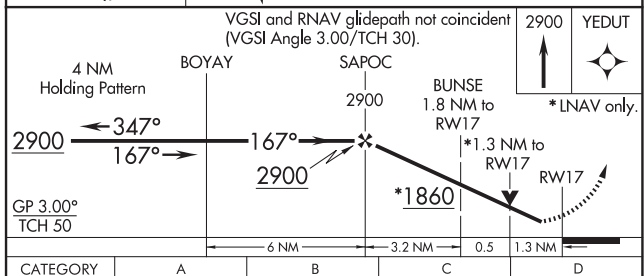
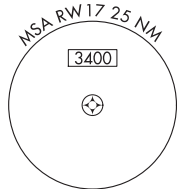
|                          |   |                                  |
|--------------------------|---|----------------------------------|
| AWOS-3<br><b>118.675</b> | MINNEAPOLIS CENTER<br><b>118.05 239.0</b> | UNICOM<br><b>123.05 (CTAF) 0</b> |
|--------------------------|---|----------------------------------|



RNAV (GPS) RWY 17  
ALBERT LEA MUNI (AEL)

**MISSED APPROACH:**  
Climb to 2900 direct  
YEDUT and hold.

UNICOM  
**123.0** (CTAF) **L**



| CATEGORY         | A   | B   | C | D |
|------------------|---|---|---|---|
| LPV DA           | 1510- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ ) |   |   |   |
| LNAV/<br>VNAV DA | 1510- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ ) |   |   |   |
| LNAV MDA         | 1700-1 440 (500-1)                            | 1700-1 $\frac{1}{4}$ 440 (500-1 $\frac{1}{4}$ ) |   |   |

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>53625</b><br><b>W35A</b> | APP CRS<br><b>347°</b> | Rwy Idg<br>TDZE <b>1261</b><br>Apt Elev <b>1261</b> |
|--|------------------------|---|

RNAV (GPS) RWY 35

ALBERT LEA MUNI (AEL)

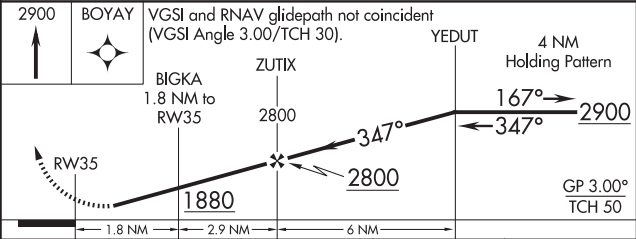
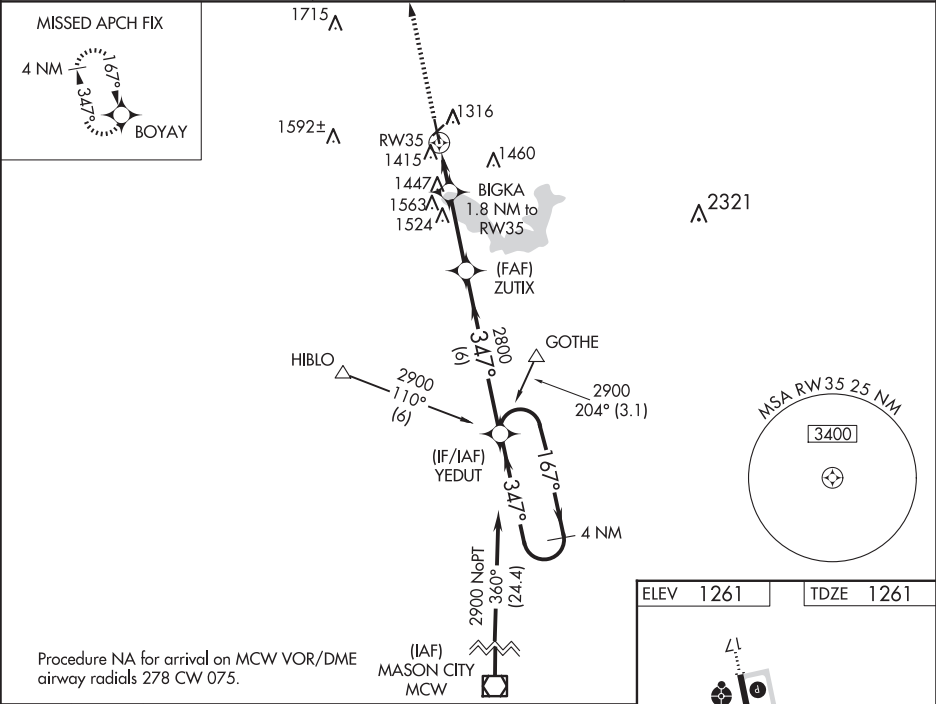
RNP APCH-GPS.

▼

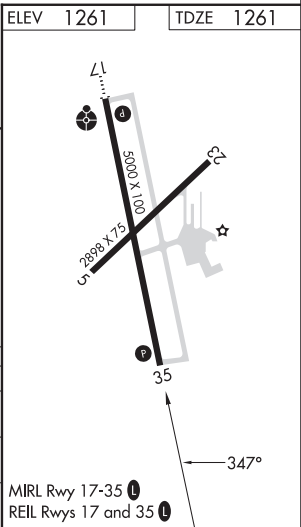
Baro-VNAV NA when using Austin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 36°C. Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Austin altimeter setting: increase LPV DA to 1559 feet and LNAV/VNAV DA to 1624 feet; increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2900 direct BOYAY and hold.

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>119.575</b> | ROCHESTER APP CON ★<br><b>119.8 251.125</b> | UNICOM<br><b>123.0 (CTAF)</b> ① |
|----------------------------|---|---------------------------------|



| CATEGORY     | A      | B           | C           | D            |
|--------------|--------|-------------|-------------|--------------|
| LPV DA       | 1511-1 |             | 250 (300-1) |              |
| LNAV/VNAV DA | 1576-1 |             | 315 (400-1) |              |
| LNAV MDA     | 1720-1 | 459 (500-1) | 1720-1⅓     | 459 (500-1⅓) |



ALBERT LEA, MINNESOTA

AL-5420 (FAA)

23222

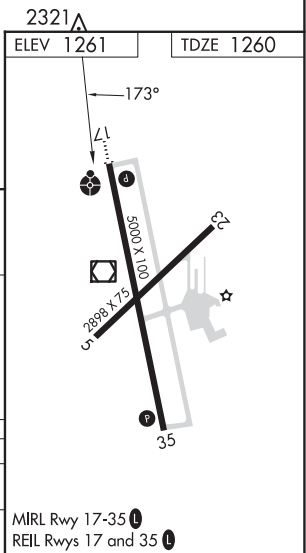
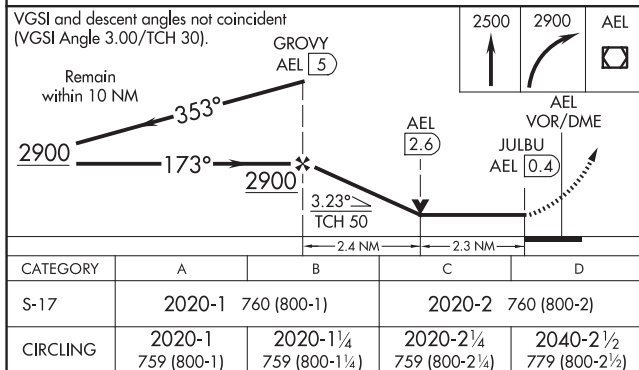
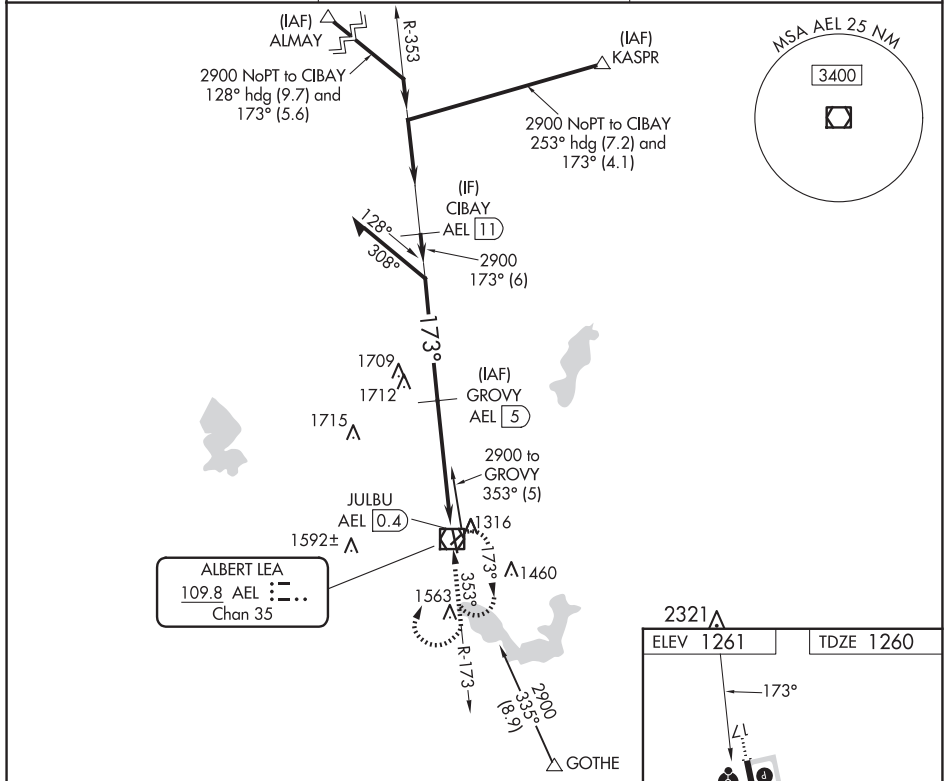
|             |         |          |      |
|-------------|---------|----------|------|
| VOR/DME AEL | APP CRS | Rwy Idg  | 5000 |
| 109.8       | 173°    | TDZE     | 1260 |
| Chan 35     |         | Apt Elev | 1261 |

# VOR RWY 17

ALBERT LEA MUNI (AEL)

|  |       |  |
|--|-------|--|
| DME required.  | ODALS | MISSED APPROACH: Climb to 2500 then climbing right turn to 2900 direct AEL VOR/DME and hold. |
| ▼ Circling Rwy 5, 23 NA at night. Rwy 17 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Austin altimeter setting: increase all MDA 60 feet; increase S-17 Cat C/D visibility ½ SM and Circling Cat A/C/D visibility ¼ SM. | ☼     |  |

|                     |                                      |                          |
|---------------------|--------------------------------------|--------------------------|
| AWOS-3PT<br>119.575 | ROCHESTER APP CON ★<br>119.8 251.125 | UNICOM<br>123.0 (CTAF) 0 |
|---------------------|--------------------------------------|--------------------------|



ALBERT LEA, MINNESOTA  
Amdt 1E 10AUG23

43°41'N-93°22'W

ALBERT LEA MUNI (AEL)  
VOR RWY 17

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

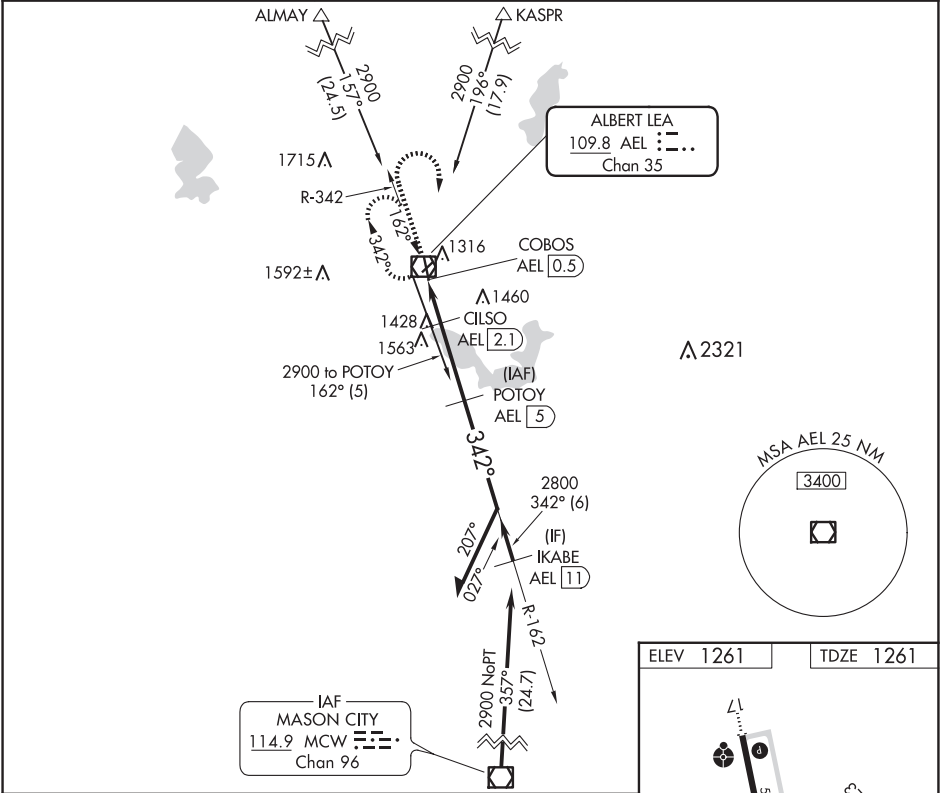
|             |         |          |      |
|-------------|---------|----------|------|
| VOR/DME AEL | APP CRS | Rwy Idg  | 5000 |
| 109.8       | 342°    | TDZE     | 1261 |
| Chan 35     |         | Apt Elev | 1261 |

VOR RWY 35

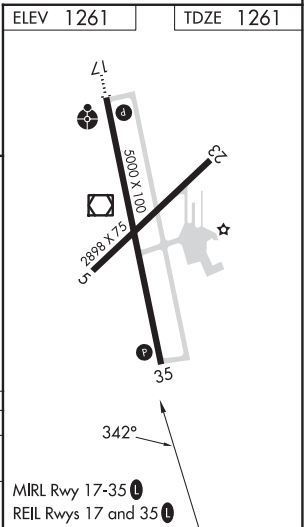
ALBERT LEA MUNI (AEL)

|   |  |
|---|--|
| DME required.   | MISSED APPROACH: Climb to 2500 then climbing right turn to 2900 direct AEL VOR/DME and hold. |
| <div><div>▼</div> Circling Rwy 5, 23 NA at night.</div> <div><div>▲</div> Rwy 35 helicopter visibility reduction below ¾ SM NA.</div> |  |

|                     |                                      |                          |
|---------------------|--------------------------------------|--------------------------|
| AWOS-3PT<br>119.575 | ROCHESTER APP CON ★<br>119.8 251.125 | UNICOM<br>123.0 (CTAF) 0 |
|---------------------|--------------------------------------|--------------------------|



|          |        |               |                 |  |
|----------|--------|---------------|-----------------|--|
| 2500     | 2900   | AEL           | POTOY AEL 5     | Remain within 10 NM  |
|          |        |               |                 |  |
|          |        | CILSO AEL 2.1 |                 |  |
|          |        | COBOS AEL 0.5 |                 |  |
|          |        | 1880          | 2800            | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 30). |
|          |        | 1.6 NM        | 2.9 NM          |  |
| CATEGORY | A      | B             | C               | D  |
| S-35     | 1740-1 | 479 (500-1)   | 1740-1 3/8      | 479 (500-1 3/8)  |
| CIRCLING | 1780-1 | 519 (600-1)   | 1920-1 3/4      | 2040-2 1/2   |
|          |        |               | 659 (700-1 3/4) | 779 (800-2 1/2)  |



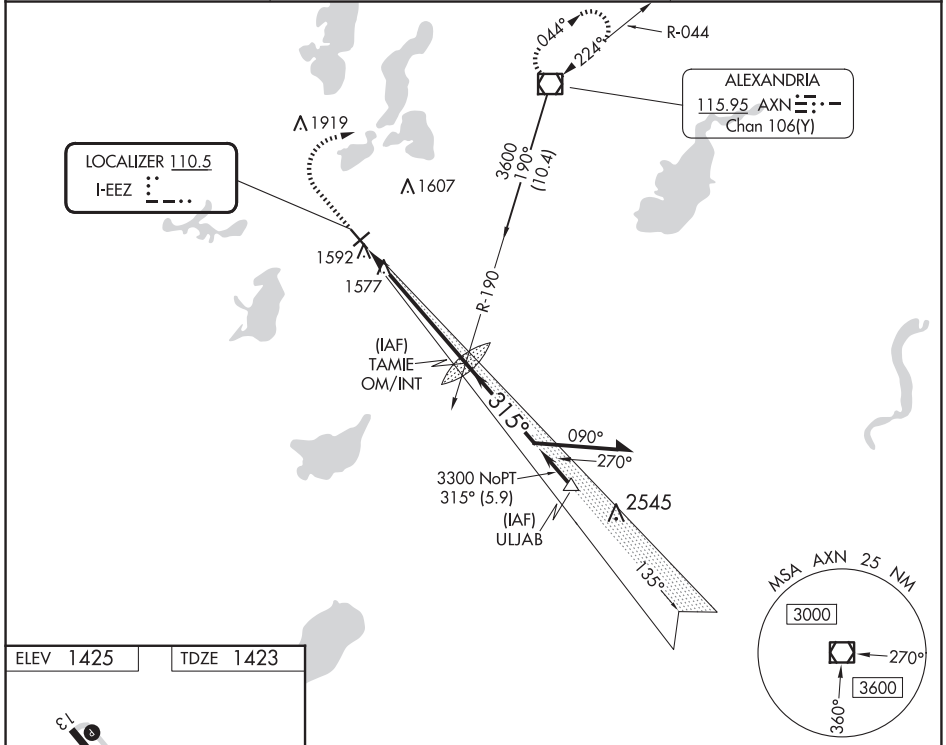
ALEXANDRIA, MINNESOTA

|                                  |                        |   |
|----------------------------------|------------------------|---|
| LOC I-EEZ<br><b><u>110.5</u></b> | APP CRS<br><b>315°</b> | Rwy Idg <b>5099</b><br>TDZE <b>1423</b><br>Apt Elev <b>1425</b> |
|----------------------------------|------------------------|---|

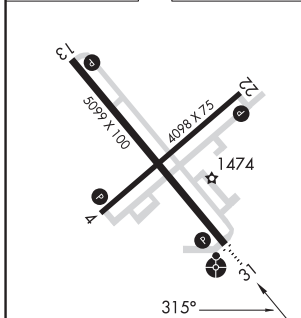
ILS or LOC RWY 31  
ALEXANDRIA RGNL/CHANDLER FLD (AXN)

|  |   |  |
|--|---|--|
| <p><b>NA</b></p> <p>Inoperative table does not apply to S-LOC 31 Category C.</p> | <p><b>ODALS</b></p>  | <p><b>MISSED APPROACH:</b> Climb to 2500 then climbing right turn to 3500 direct AXN VOR/DME and hold.</p> |
|--|---|--|

|                        |  |                                 |
|------------------------|--|---------------------------------|
| ASOS<br><b>118.375</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|------------------------|--|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1425 | TDZE 1423 |
|-----------|-----------|

REIL Rwy 4, 13, and 22 **L**

MIRL Rwy 4-22 and 13-31 L

FAF to MAP 5.4 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

ALEXANDRIA, MINNESOTA

Orig-E 20MAY21

ALEXANDRIA RGNL/CHANDLER FLD (AXN)

45°52'N-95°24'W

ILS or LOC RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025



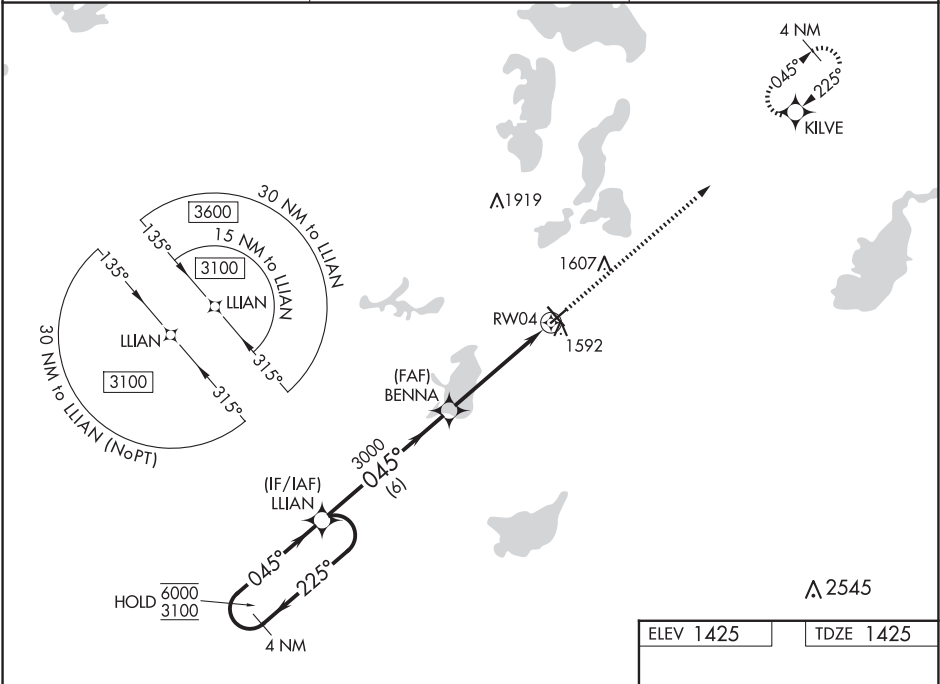
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>90245</b><br><b>W04A</b> | APP CRS<br><b>045°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4098</b><br><b>1425</b><br><b>1425</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 4

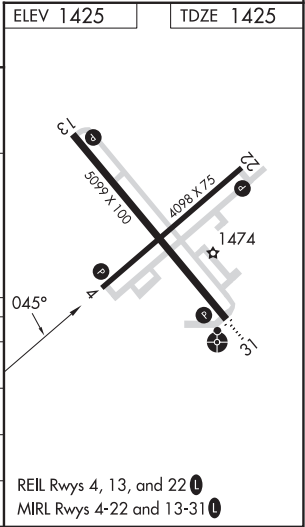
ALEXANDRIA RGNL/CHANDLER FLD (AXN)

|  |   |
|--|---|
| RNP APCH - GPS.  | MISSED APPROACH: Climb to 3000 direct KILVE and hold. |
| Rwy 4 helicopter visibility reduction below ¾ SM NA.<br>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. |   |

|                        |  |                                 |
|------------------------|--|---------------------------------|
| ASOS<br><b>118.375</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | UNICOM<br><b>123.0 (CTAF) 1</b> |
|------------------------|--|---------------------------------|



|                      |  |             |  |              |  |   |  |
|----------------------|--|-------------|--|--------------|--|---|--|
| 4 NM Holding Pattern |  | LLAN        |  | BENNA        |  | RWY04                                   |  |
| 6000 ← 225°          |  | 3100 → 045° |  | 3000         |  | 1.2 NM to RWY04                         |  |
| GP 3.00°             |  | TCH 44      |  | 3000         |  | RWY04                                   |  |
| CATEGORY             |  | A           |  | B            |  | C                                       |  |
| LPV DA               |  | 1675-1      |  | 250 (300-1)  |  |   |  |
| LNAV/VNAV DA         |  | 1826-1½     |  | 401 (500-1½) |  |   |  |
| LNAV MDA             |  | 1860-1      |  | 435 (500-1)  |  | 1860-1¼ 435 (500-1¼)                    |  |
| CIRCLING             |  | 1900-1      |  | 475 (500-1)  |  | 1940-1½ 515 (600-1½) 2000-2 575 (600-2) |  |





|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>48917</b><br><b>W22A</b> | APP CRS<br><b>225°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4098</b><br><b>1424</b><br><b>1425</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 22

ALEXANDRIA RGNL/CHANDLER FLD (AXN)

RNP APCH.

▼

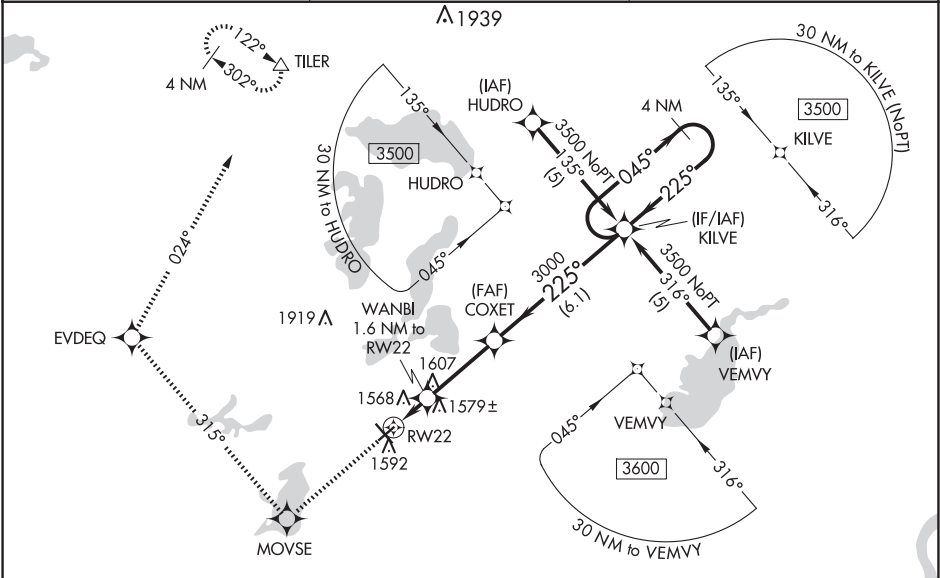
Baro-VNAV NA when using Glenwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C.

⚠

When local altimeter setting not received, use Glenwood altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile. Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3500 direct MOVSE and right turn on track 315° to EVDEQ and on track 024° to TILER and hold.

|                        |  |                                 |
|------------------------|--|---------------------------------|
| ASOS<br><b>118.375</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|------------------------|--|---------------------------------|



ELEV 1425

TDZE 1424

REIL Rwys 4, 13, and 22 0  
MIRL Rwys 4-22 and 13-31 0

3500 MOVSE

EVDEQ

tr 315°

tr 024°

TILER

\*LNAV only.

WANJI 1.6 NM to RW22

COXET 3000

1980\*

1.6 NM

3.2 NM

6.1 NM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).

KILVE

4 NM Holding Pattern

045°

225°

3500

GP 3.00°

TCH 50

| CATEGORY  | A   | B       | C            | D                    |
|-----------|-----|---------|--------------|----------------------|
| LPV       | DA  | 1677-1  | 253 (300-1)  |                      |
| LNAV/VNAV | DA  | 1880-1½ | 456 (500-1½) |                      |
| LNAV      | MDA | 1840-1  | 416 (500-1)  | 1840-1¼ 416 (500-1¼) |

# RNAV (GPS) RWY 31

## ALEXANDRIA RGNL/CHANDLER FLD (AXN)

MISSED APPROACH: Climb to 3500 direct  
OCIWE and via 352° track to TILER and  
hold.

UNICOM  
123.0 (CTAF) **L**

J

TDZE 1

REIL Rwys 4, 13, and 22 **L**  
MIRL Rwys 4-22 and 13-31 **L**

Amdt 1A 20MAY21

ALEXANDRIA RGNL/CHANDLER FLD (AXN)

45°52'N-95°24'W

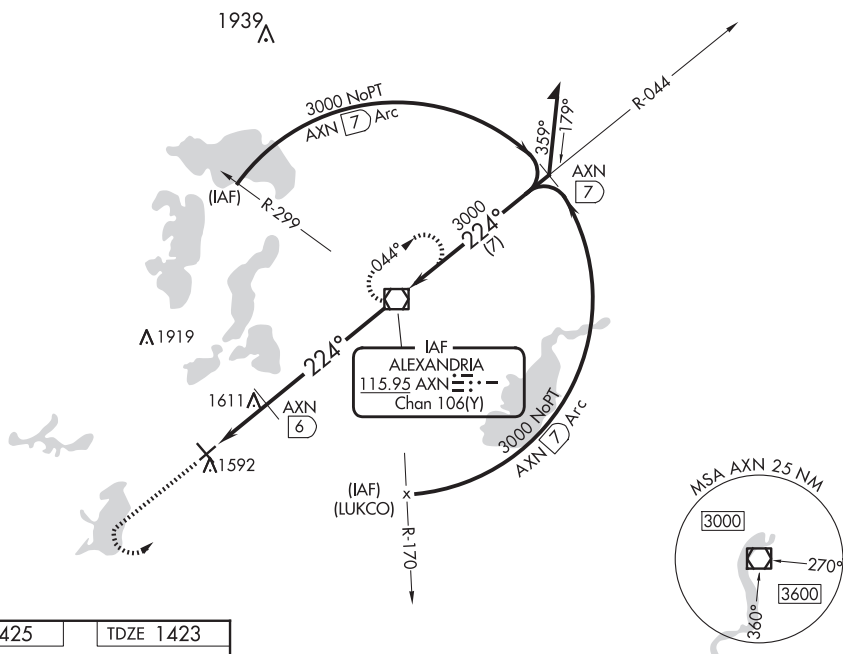
RNAV (GPS) RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

VOR RWY 22  
ALEXANDRIA RGNL/CHANDLER FLD (AXN)

**MISSED APPROACH:** Climb to 2500 then climbing left turn to 3000 direct to AXN VOR/DME and hold.

UNICOM  
123.0 (CTAF) **L**



NC-1, 12 JUN 2025 to 07 AUG 2025

REIL Rwys 4, 13, and 22 **L**  
MIRL Rwys 4-22 and 13-31 **L**

FAF to MAP 8.4 NM

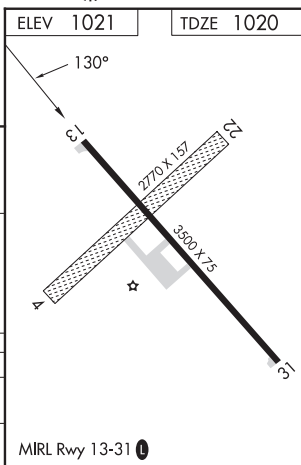
|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 8:24 | 5:36 | 4:12 | 3:22 | 2:48 |

ALEXANDRIA, MINNESOTA  
Amdt 15B 20MAY21ALEXANDRIA RGNL/CHANDLER FLD (AXN)  
VOR RWY 22

45°52'N-95°24'W

RNAV (GPS) RWY 13  
APPLETON MUNI (AQP)

MISSED APPROACH: Climb to 2900 direct BOMGE and hold

CTAF  
122.9 **L**

APPLETON MUNI (AQP)  
RNAV (GPS) RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025

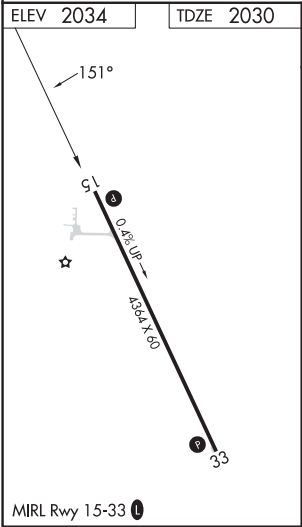
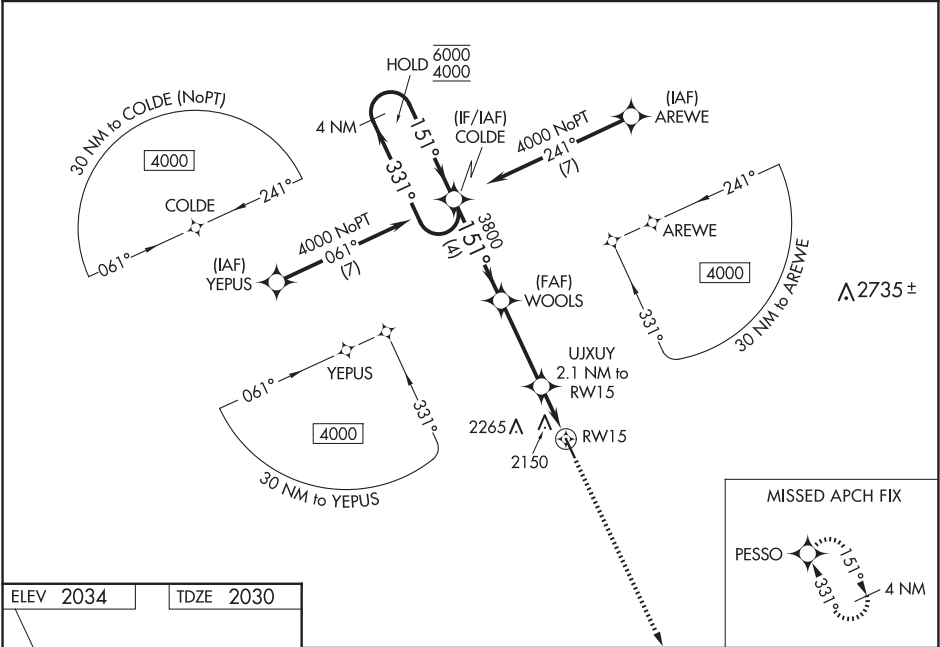
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>58047</b><br><b>W15A</b> | APP CRS<br><b>151°</b> | Rwy Ldg <b>4364</b><br>TDZE <b>2030</b><br>Apt Elev <b>2034</b> |
|--|------------------------|---|

RNAV (GPS) RWY 15

ASHLEY MUNI(ASY)

|  |   |   |
|--|---|---|
| RNP APCH - GPS.  |   |   |
| <div><div><div><div><div></div><div>V</div></div><div><div></div><div>NA</div></div></div></div></div> | Baro-VNAV NA. Rwy 15 helicopter visibility reduction below ¾ SM NA. Use 7L2 altimeter setting; when not received, use MBG altimeter setting and increase LPV DA to 2448 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 2477 feet and all visibilities ¼ SM. Increase all MDAs 40 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C ¼ SM. | MISSED APPROACH: Climb to 4000 direct PESSO and hold. |

|                              |   |                      |
|------------------------------|---|----------------------|
| 7L2 AWOS-3<br><b>118.175</b> | MINNEAPOLIS CENTER<br><b>135.25 256.7</b> | CTAF<br><b>122.9</b> |
|------------------------------|---|----------------------|



|   |  |  |  |      |       |
|---|--|--|--|------|-------|
| VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 27). |  |  |  | 4000 | PESSO |
|   |  |  |  |      |       |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

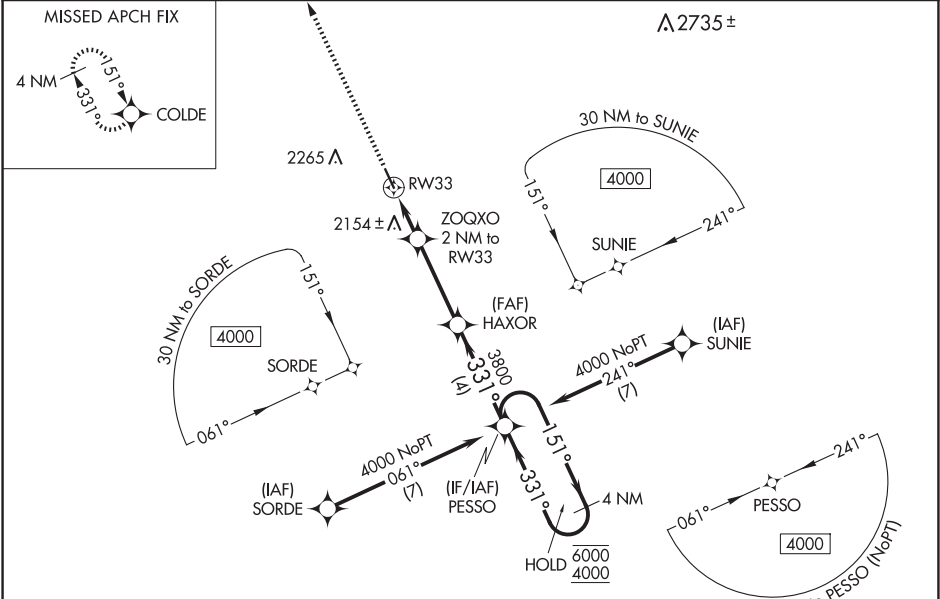
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>62947</b><br><b>W33A</b> | APP CRS<br><b>331°</b> | Rwy Ldg<br>TDZE <b>2034</b><br>Apt Elev <b>2034</b> |
|--|------------------------|---|

RNAV (GPS) RWY 33

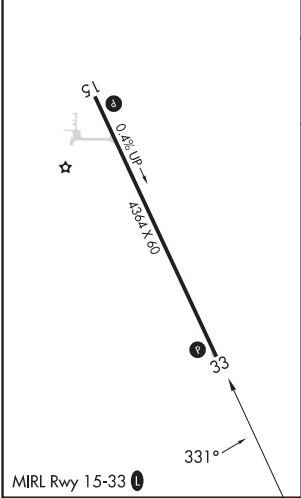
ASHLEY MUNI (ASY)

|                 |   |
|-----------------|---|
| RNP APCH - GPS. | MISSED APPROACH: Climb to 4000 direct COLDE and hold. |
|-----------------|---|

|                              |   |                      |
|------------------------------|---|----------------------|
| 7L2 AWOS-3<br><b>118.175</b> | MINNEAPOLIS CENTER<br><b>135.25 256.7</b> | CTAF<br><b>122.9</b> |
|------------------------------|---|----------------------|



|                  |                  |
|------------------|------------------|
| ELEV <b>2034</b> | TDZE <b>2034</b> |
|------------------|------------------|



|              |                       |  |  |  |                      |
|--------------|-----------------------|--|--|--|----------------------|
| 4000         | COLDE                 | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25). |  |  |                      |
|              |                       | ZQXO<br>2 NM to RW33   | HAXOR<br>3800                                      | PESSO  | 4 NM Holding Pattern |
|              |                       | RW33   |  |  |                      |
|              |                       | 2720   | 3800   | 3800   | 6000<br>4000         |
|              |                       | 2 NM   | 3.4 NM   | 4 NM   |                      |
| CATEGORY     | A                     | B  | C  | D  |                      |
| LPV DA       | 2360-1 326 (400-1)    |  |  |  |                      |
| LNAV/VNAV DA | 2410-1 376 (400-1)    |  |  |  |                      |
| LNAV MDA     | 2540-1                | 506 (600-1)  | 2540-1 $\frac{3}{8}$                               | 506 (600-1 $\frac{3}{8}$ )                         |                      |
| CIRCLING     | 2600-1<br>566 (600-1) | 2700-1<br>666 (700-1)  | 2700-1 $\frac{3}{4}$<br>666 (700-1 $\frac{3}{4}$ ) | 2800-2 $\frac{1}{2}$<br>766 (800-2 $\frac{1}{2}$ ) |                      |



|                            |                        |   |
|----------------------------|------------------------|---|
| LOC I-AUM<br><b>110.55</b> | APP CRS<br><b>351°</b> | Rwy Idg<br>TDZE <b>1231</b><br>Apt Elev <b>1234</b> |
|----------------------------|------------------------|---|

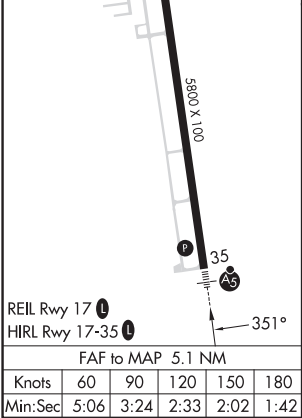
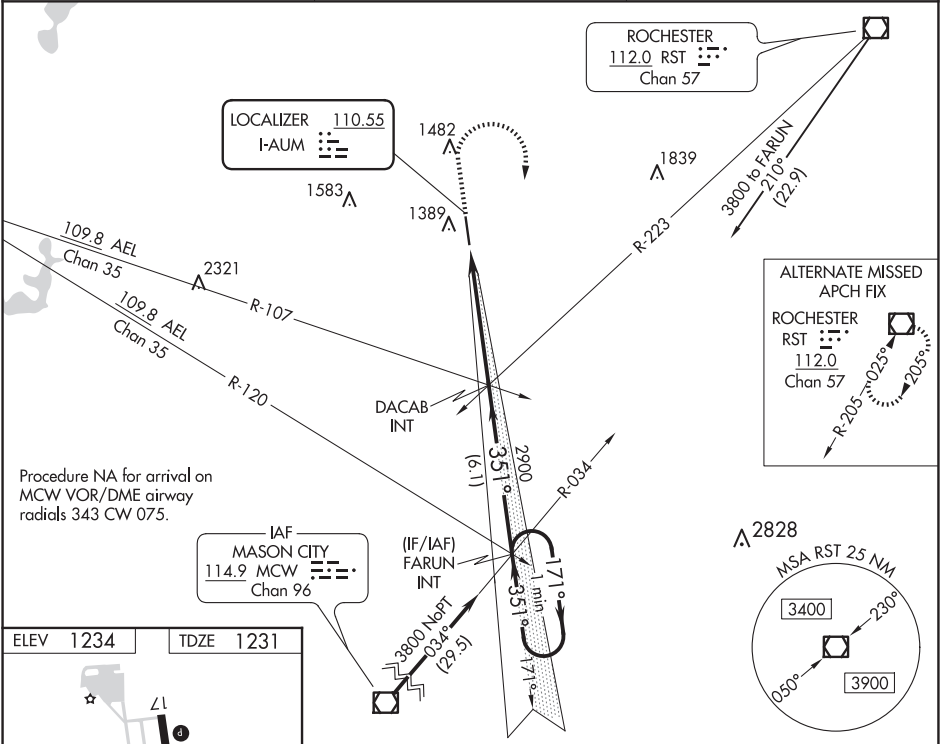
ILS or LOC RWY 35  
AUSTIN MUNI (AUM)

**NA** When local altimeter setting not received, use Albert Lea altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase Circling Cat C/D visibility ¼ SM. For inoperative MALSR, increase S-LOC 35 Cats C and D visibility to 1½ mile.

**MALSR**

**MISSED APPROACH:** Climb to 1800 then climbing right turn to 3800 on heading 179° and MCW VOR/DME R-034 to FARUN INT and hold.

|                          |  |                               |
|--------------------------|--|-------------------------------|
| AWOS-3<br><b>119.025</b> | ROCHESTER APP CON*<br><b>119.8 251.125</b> | UNICOM<br><b>122.7 (CTAF)</b> |
|--------------------------|--|-------------------------------|



|                 |                    |           |                     |   |                            |
|-----------------|--------------------|-----------|---------------------|---|----------------------------|
| 1800            | 3800               | MCW R-034 | FARUN INT           | VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 42). | One Minute Holding Pattern |
|                 |                    |           |                     |   |                            |
| GS 3.00° TCH 47 |                    |           |                     |   |                            |
| 5.1 NM 6.1 NM   |                    |           |                     |   |                            |
| CATEGORY        | A                  | B         | C                   | D   |                            |
| S-ILS 35        | 1431-1½            |           |                     | 200 (200-½)   |                            |
| S-LOC 35        | 1700-½ 469 (500-½) |           | 1700-1              |   | 469 (500-1)                |
| CIRCLING        | 1740-1 506 (600-1) |           | 1800-1½ 566 (600-½) |   | 1880-2 646 (700-2)         |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

AUSTIN MUNI (AUM)  
RNAV (GPS) RWY 17

NC-1, 12 JUN 2025 to 07 AUG 2025

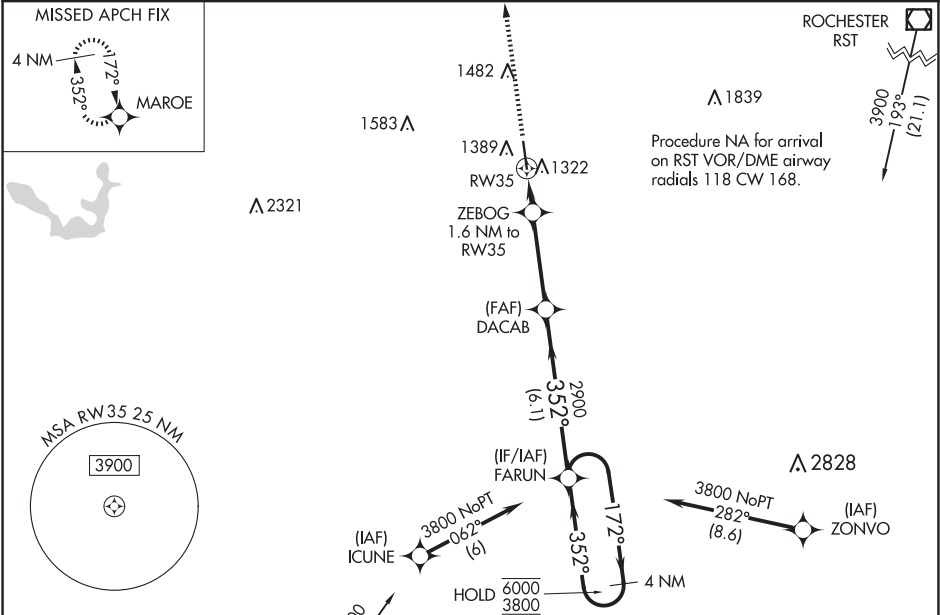
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99506</b><br><b>W35A</b> | APP CRS<br><b>352°</b> | Rwy Idg<br>TDZE <b>1231</b><br>Apt Elev <b>1234</b> |
|--|------------------------|---|

RNAV (GPS) RWY 35

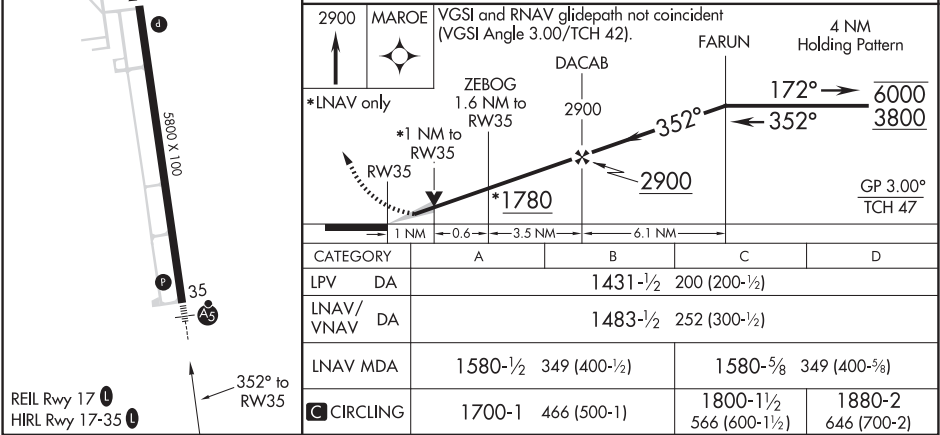
AUSTIN MUNI (AUM)

|   |           |   |
|---|-----------|---|
| RNP APCH.<br><div><div>▼</div><div>▲</div></div> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cats C/D visibility to 1 SM. | MALSR<br> | MISSED APPROACH: Climb to 2900 direct MAROE and hold. |
|---|-----------|---|

|                          |   |                               |
|--------------------------|---|-------------------------------|
| AWOS-3<br><b>119.025</b> | ROCHESTER APP CON ★<br><b>119.8 251.125</b> | UNICOM<br><b>122.7 (CTAF)</b> |
|--------------------------|---|-------------------------------|



|                  |                  |
|------------------|------------------|
| ELEV <b>1234</b> | TDZE <b>1231</b> |
|------------------|------------------|



BAUDETTE, MINNESOTA

AL-5297 (FAA)

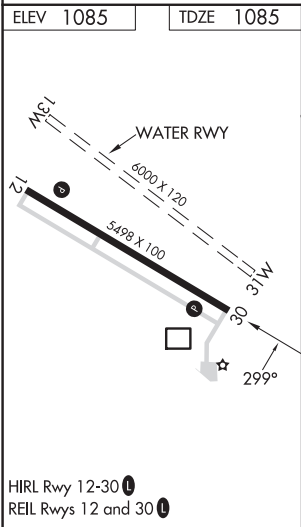
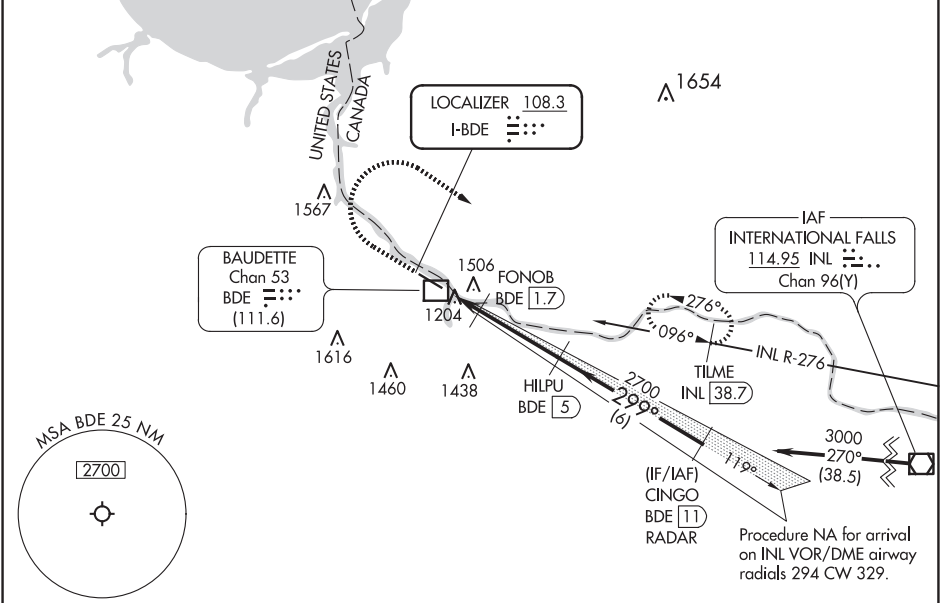
23110

|                           |                        |  |
|---------------------------|------------------------|--|
| LOC I-BDE<br><b>108.3</b> | APP CRS<br><b>299°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>5498</b><br><b>1085</b><br><b>1085</b> |
|---------------------------|------------------------|--|

ILS or LOC RWY 30  
BAUDETTE INTL (BDE)

|  |  |
|--|--|
| DME required.<br>⚠ NA<br>Circling NA to Rwy's 13W and 31W. DME from BDE DME. Simultaneous reception of I-BDE and BDE DME required. Rwy 30 helicopter visibility reduction below ¾ SM NA. | MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 heading 122° and INL VOR/ DME R-276 to TILME/INL VOR/ DME 38.7 DME and hold. |
|--|--|

|                        |   |                                 |
|------------------------|---|---------------------------------|
| ASOS<br><b>126.775</b> | MINNEAPOLIS CENTER<br><b>134.75 251.1</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|---|---------------------------------|



|  |  |  |  |  |
|--|--|--|--|--|
|  |  |  |  |  |
|--|--|--|--|--|

BAUDETTE, MINNESOTA  
Amdt 1A 05NOV20

48°44'N-94°37'W

BAUDETTE INTL (BDE)  
ILS or LOC RWY 30

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

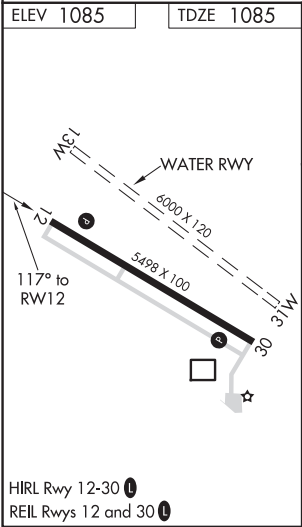
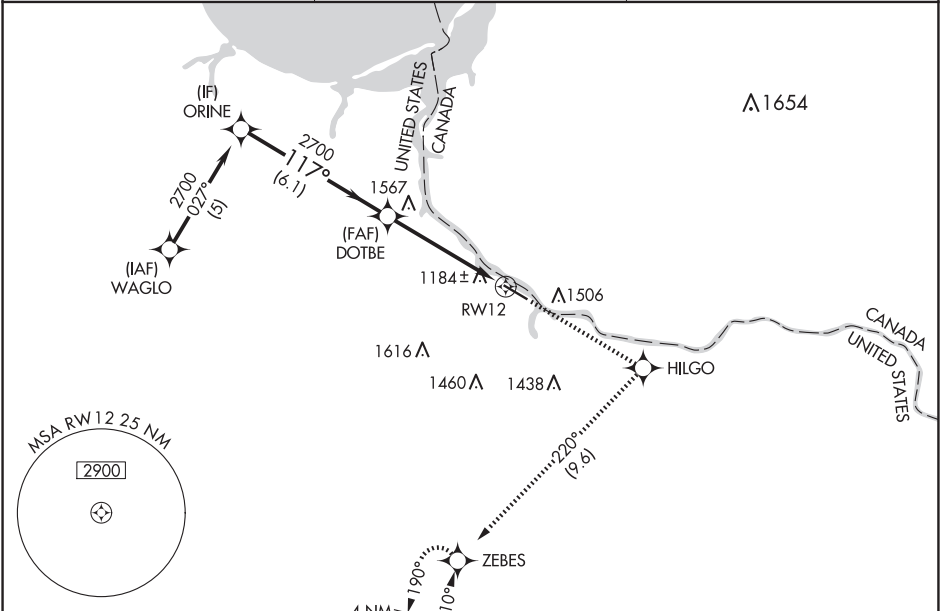
|                 |                             |                      |
|-----------------|-----------------------------|----------------------|
| APP CRS<br>117° | Rwy Idg<br>TDZE<br>Apt Elev | 5498<br>1085<br>1085 |
|-----------------|-----------------------------|----------------------|

RNAV (GPS) RWY 12

BAUDETTE INTL (BDE)

|   |   |
|---|---|
| RNP APCH.   | MISSED APPROACH: Climb to 3000 direct HILGO and right turn on track 220° to ZEBES and hold. |
| Rwy 12 helicopter visibility reduction below ¾ SM NA.<br>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. |   |

|                 |                                    |                        |
|-----------------|------------------------------------|------------------------|
| ASOS<br>126.775 | MINNEAPOLIS CENTER<br>134.75 251.1 | UNICOM<br>122.8 (CTAF) |
|-----------------|------------------------------------|------------------------|



|                    |     |                    |   |                         |       |                         |
|--------------------|-----|--------------------|---|-------------------------|-------|-------------------------|
| ORINE              |     | DOTBE              |   | 3000                    | HILGO | ZEBES                   |
| 2700               |     | 2700               |   | ↑                       | ✦     | ✦                       |
| 117°               |     | 2700               |   | *1.3 NM to RW12         |       |                         |
| GP 3.00°<br>TCH 47 |     |                    |   | *LNAV only              |       |                         |
| 6.1 NM             |     | 3.6 NM             |   | 1.3 NM                  |       |                         |
| CATEGORY           | A   | B                  | C | D                       |       |                         |
| LNAV/<br>VNAV      | DA  | 1481-1½            |   | 396 (400-1½)            |       |                         |
| LNAV               | MDA | 1560-1 475 (500-1) |   | 1560-1¾<br>475 (500-1¾) |       | 1560-1½<br>475 (500-1½) |

BAUDETTE, MINNESOTA

AL-5297 (FAA)

20254

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>81814</b><br><b>W30A</b> | APP CRS<br><b>297°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5498</b><br><b>1085</b><br><b>1085</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 30

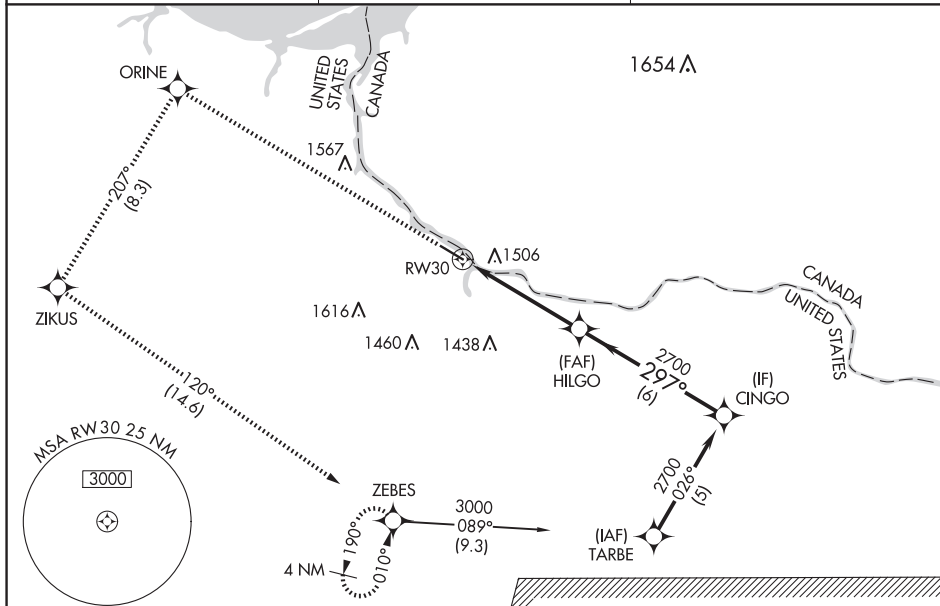
BAUDETTE INTL (BDE)

RNP APCH.

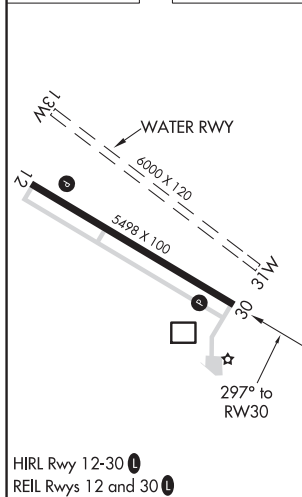
**⚠** Circling NA to Rwy 13W and 31W. Rwy 30 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**MISSED APPROACH:** Climb to 3000 direct ORINE and left turn on track 207° to ZIKUS and on track 120° to ZEBES and hold.




|                        |   |                                 |
|------------------------|---|---------------------------------|
| ASOS<br><b>126.775</b> | MINNEAPOLIS CENTER<br><b>134.75 251.1</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|---|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1085 | TDZE 1085 |
|-----------|-----------|



HIRL Rwy 12-30 0  
REIL Rwy 12 and 30 0

|             |       |   |   |         |       |   |       |       |
|-------------|-------|---|---|---------|-------|---|-------|-------|
| 3000        | ORINE |  |  | tr 120° | ZEBES |  | HILGO | CINGO |
|             |       | tr 207°   |   |         |       |   |       |       |
| * LNAV only |       | * 2.2 NM to RW30  |   |         |       |   |       |       |
|             |       |   |   |         |       |   |       |       |

BAUDETTE, MINNESOTA

Amdt 2A 26MAR20

48°44'N-94°37'W

# RNAV (GPS) RWY 30

BAUDETTE INTL (BDE)

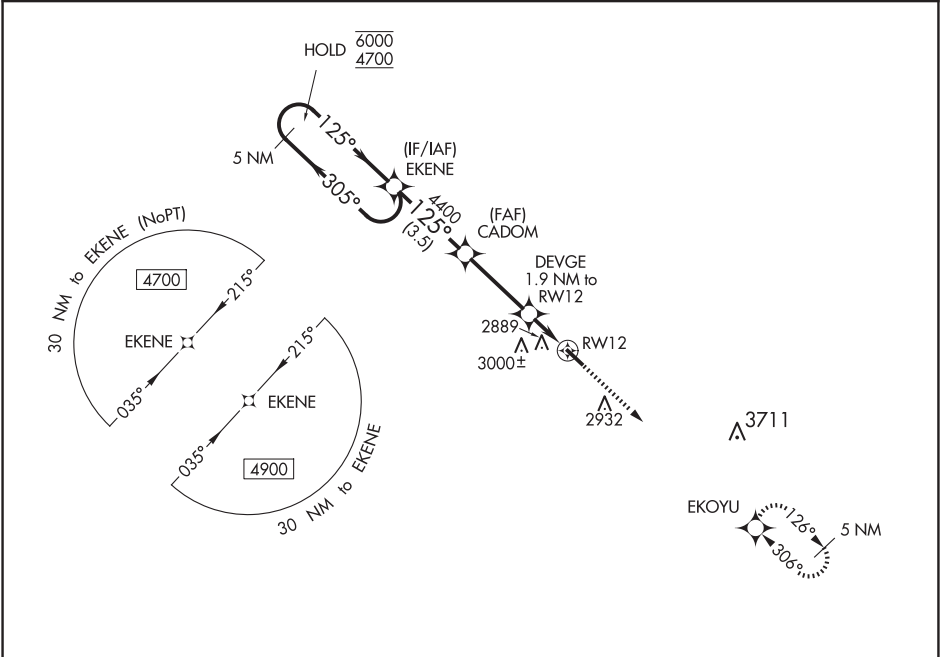
NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>61338</b><br><b>W12A</b> | APP CRS<br><b>125°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4200</b><br><b>2756</b><br><b>2756</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 12

BEACH (20U)

|   |   |   |
|---|---|---|
| RNP APCH.<br>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. |   | MISSED APPROACH: Climb to 5000 direct EKOYU and hold. |
| AWOS-3<br><b>118.175</b>  | SALT LAKE CENTER<br><b>126.85 305.2</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b>                |



|                      |  |  |                       |           |           |
|----------------------|--|--|-----------------------|-----------|-----------|
| 5 NM Holding Pattern |  | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40). |                       | ELEV 2756 | TDZE 2756 |
|                      |  |  |                       |           |           |
| CATEGORY             |  | A  | B                     | C         | D         |
| LPV DA               |  | 3006-1   | 250 (300-1)           | NA        |           |
| LNAV/VNAV DA         |  | 3051-1   | 295 (300-1)           | NA        |           |
| LNAV MDA             |  | 3140-1   | 384 (400-1)           | NA        |           |
| CIRCLING             |  | 3280-1<br>524 (600-1)  | 3360-1<br>604 (700-1) | NA        |           |



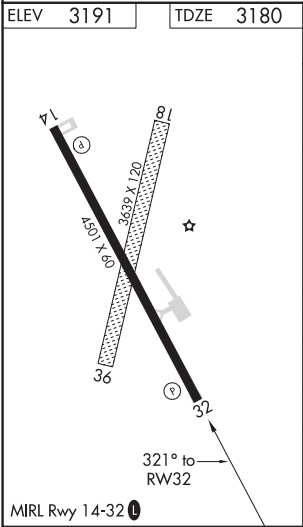
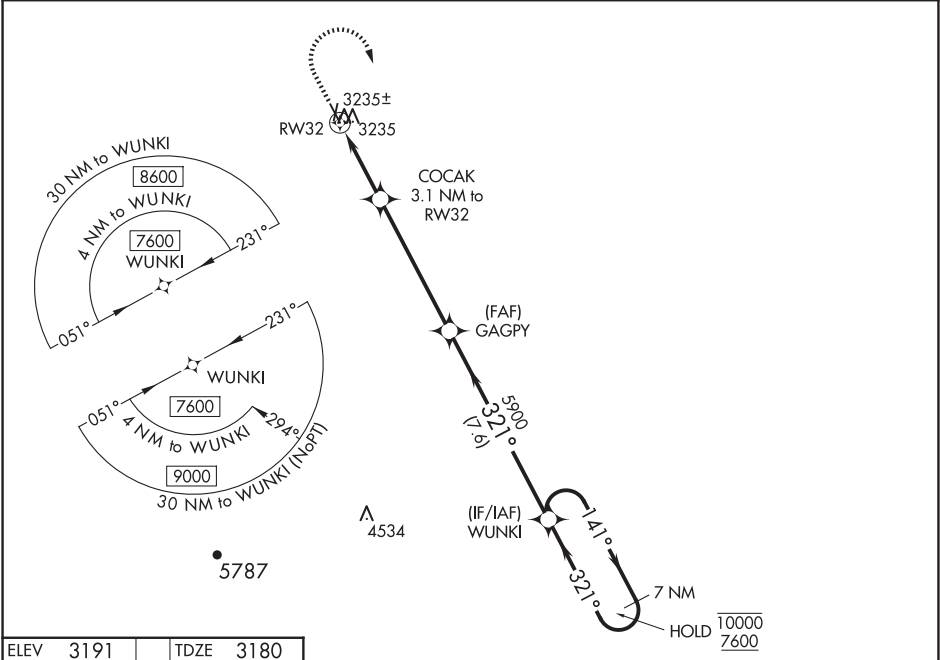


|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82728</b><br><b>W32A</b> | APP CRS<br><b>321°</b> | Rwy Idg<br>TDZE <b>3180</b><br>Apt Elev <b>3191</b> |
|--|------------------------|---|

RNAV (GPS) RWY 32

BELLE FOURCHE MUNI (EF'C)

|                                      |   |  |
|--------------------------------------|---|--|
| RNP APCH.                            |   | MISSED APPROACH: Climb to 3800 then climbing right turn to 7600 direct WUNKI and hold. Continue climb-in-hold to 7600. |
| NA                                   | Baro-VNAV NA.<br>Use Ellsworth altimeter setting. |  |
| DENVER CENTER<br><b>127.95 338.2</b> |   | AUNICOM<br><b>122.8 (CTAF)</b>   |



|                      |  |  |  |
|----------------------|--|--|--|
| ELEV 3191            |  | TDZE 3180  |  |
| 3800                 |  | 7600   |  |
| WUNKI                |  | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33). |  |
| *LNAV only           |  | 7 NM Holding Pattern   |  |
| COCAK 3.1 NM to RW32 |  | WUNKI  |  |
| RW32                 |  | GAGPY 5900   |  |
| 4200*                |  | 321°   |  |
| 3.1 NM               |  | 5.3 NM   |  |
| 7.6 NM               |  | 10000  |  |
| CATEGORY             |  | A  |  |
| LPV DA               |  | 3553-1 373 (400-1)   |  |
| LNAV/VNAV DA         |  | 3558-1 378 (400-1)   |  |
| LNAV MDA             |  | 3660-1 480 (500-1)   |  |
| CIRCLING             |  | 3780-1 589 (600-1)   |  |
|                      |  | 3820-1 629 (700-1)   |  |
|                      |  | 3820-1 629 (700-1 3/4)   |  |

|   |                        |   |
|---|------------------------|---|
| LOC/DME I-BJ1<br><b><u>109.35</u></b><br>Chan <b>30</b> (Y) | APP CRS<br><b>253°</b> | Rwy Idg <b>5700</b><br>TDZE <b>1389</b><br>Apt Elev <b>1391</b> |
|---|------------------------|---|

## ILS or LOC RWY 25

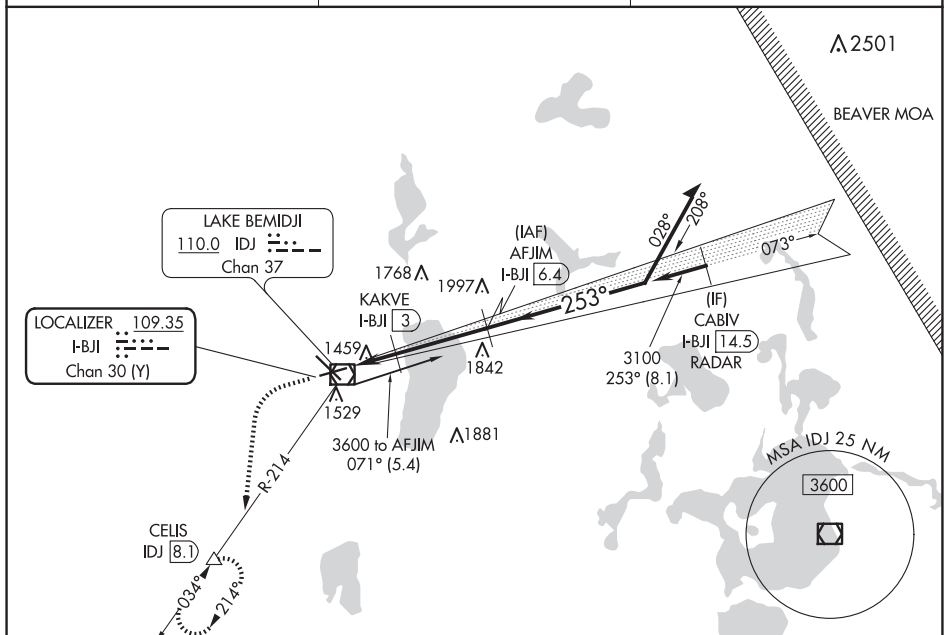
BEMIDJI RGNL (BJI)

DME required. RADAR required for procedure entry.

TANA

**MISSED APPROACH:** Climb to 2300 then climbing left turn to 3400 on heading 185° and IDJ VOR/DME R-214 to CELIS/IDJ VOR/DME 8.1 DME and hold, continue climb-in-hold to 3400.

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>119.275</b> | MINNEAPOLIS CENTER<br><b>134.75 251.1</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



|           |                     |              |            |
|-----------|---------------------|--------------|------------|
| 2300<br>↑ | 3400<br>hdg<br>185° | IDJ<br>R-214 | CELIS<br>△ |
|-----------|---------------------|--------------|------------|

\*LOC only

AFJIM I-BJL 6.4

Use I-BJL DME when on the localizer course.

Remain within 10 NM

073°

3600

253°

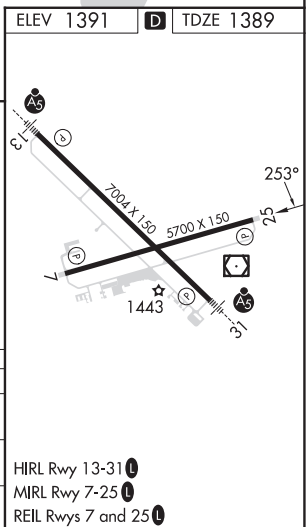
3100

2020\*

0.9 NM 0.9 NM 3.4 NM

GS 3.00°  
TCH 46

| CATEGORY          | A                     | B                     | C                             | D                     |
|-------------------|-----------------------|-----------------------|-------------------------------|-----------------------|
| S-ILS 25          |                       | 1589-3/4              | 200 (200-3/4)                 |                       |
| S-LOC 25          |                       | 1720-1                | 331 (400-1)                   |                       |
| <b>C</b> CIRCLING | 1840-1<br>449 (500-1) | 1860-1<br>469 (500-1) | 1860-1 1/2<br>469 (500-1 1/2) | 1960-2<br>569 (600-2) |



BEMIDJI, MINNESOTA  
Amdt 2 25FEB21

47°31'N-94°56'W

BEMIDJI RGNL (BJI)

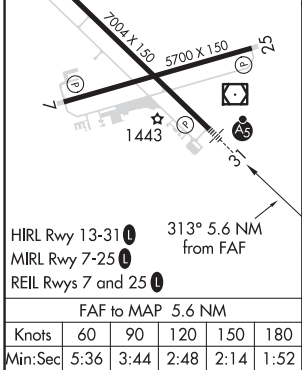
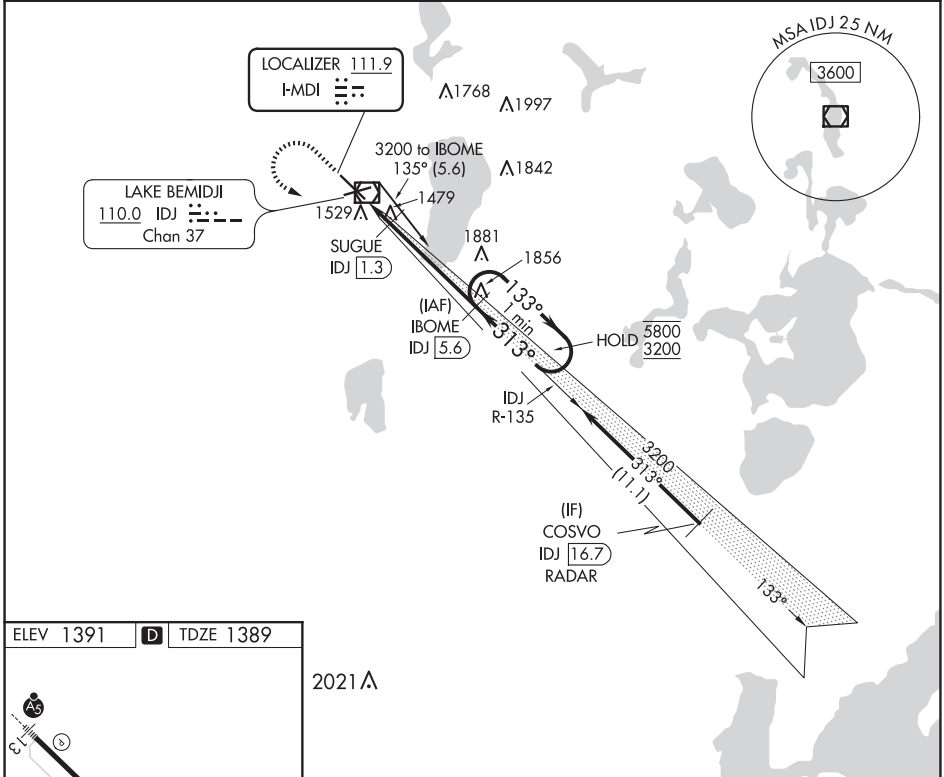
## ILS or LOC RWY 25

NC-1, 12 JUN 2025 to 07 AUG 2025

|                           |                        |  |   |
|---------------------------|------------------------|--|---|
| LOC I-MDI<br><b>111.9</b> | APP CRS<br><b>313°</b> | Rwy ldg<br>TDZE <b>7002</b><br><b>1389</b><br>Apt Elev <b>1391</b> | ILS or LOC RWY 31<br>BEMIDJI RGNL (BJI) |
|---------------------------|------------------------|--|---|

|   |       |   |
|---|-------|---|
| DME required. RADAR required for procedure entry.   | MALSR | MISSED APPROACH: Climb to 2400 then climbing left turn to 3200 on heading 100° and IDJ VOR/DME R-135 to IBOME/IDJ 5.6 DME and hold. |
| Autopilot coupled approach NA below 2126. DME from IDJ VOR/DME. Simultaneous reception of I-MDI and IDJ DME required. For inop ALS, increase S-LOC 31 Cat C/D visibility to 1 SM. |       |   |

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>119.275</b> | MINNEAPOLIS CENTER<br><b>134.75 251.1</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



|           |                    |           |                    |               |                            |
|-----------|--------------------|-----------|--------------------|---------------|----------------------------|
| 2400      | 3200               | IDJ R-135 | IBOME IDJ 5.6      | IBOME IDJ 5.6 | One Minute Holding Pattern |
| ↑         | hdg 100°           |           |                    | 3200          |                            |
| *LOC only |                    |           |                    |               |                            |
|           | SUGUE IDJ 1.3      |           | 313°               | 133° → 5800   | 3200                       |
|           | 1840*              |           |                    | ← 313°        | GS 3.00°<br>TCH 45         |
|           | 1.3 NM             | 4.3 NM    |                    |               |                            |
| CATEGORY  | A                  | B         | C                  | D             |                            |
| S-ILS 31  | 1589-½ 200 (200-½) |           |                    |               |                            |
| S-LOC 31  | 1740-½ 351 (400-½) |           | 1740-⅝ 351 (400-⅝) |               |                            |

BEMIDJI, MINNESOTA

AL-5174 (FAA)

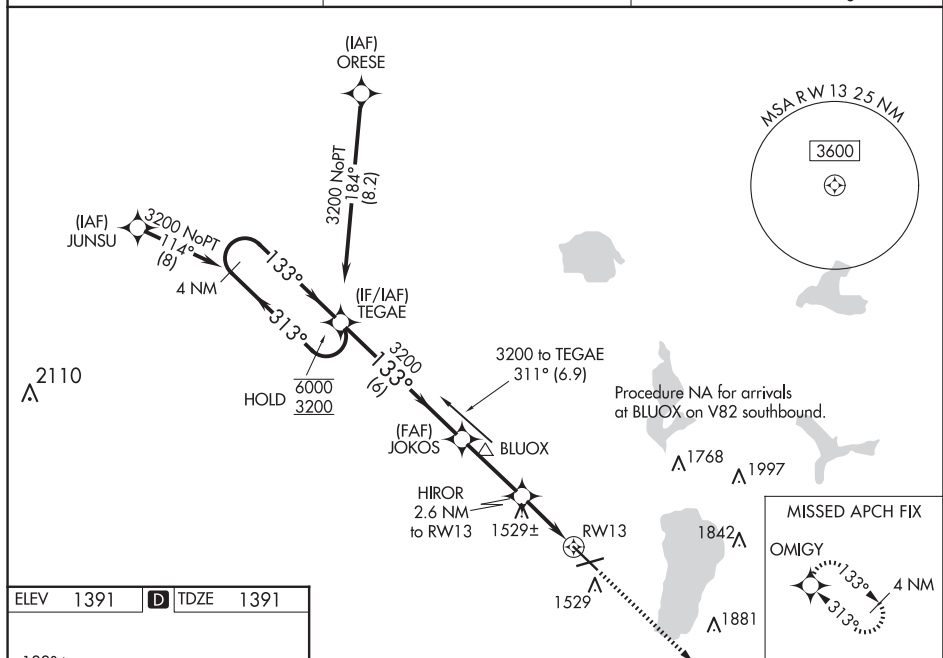
21280

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>93636</b><br><b>W13A</b> | APP CRS<br><b>133°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7002</b><br><b>1391</b><br><b>1391</b> |
|--|------------------------|-----------------------------|---|

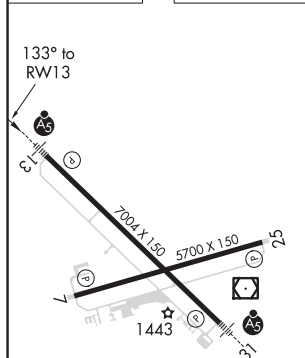
## RNAV (GPS) RWY 13

BEMIDJI RGNL (BJI)

|  |   |                                 |   |
|--|---|---------------------------------|---|
| RNP APCH.  |   | MALSR                           | MISSED APPROACH:<br>Climb to 3200 direct<br>OMIGY and hold. |
| <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.<br/>For inop ALS increase LNAV/VNAV visibility all Cats to <math>\frac{7}{8}</math> SM, increase LNAV Cats A and B visibility to 1 SM and Cats C and D visibility to <math>1\frac{1}{8}</math> SM.</p> |   |                                 |   |
| AWOS-3<br><b>119.275</b>   | MINNEAPOLIS CENTER<br><b>134.75 251.1</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |   |



|           |   |           |
|-----------|---|-----------|
| ELEV 1391 | D | TDZE 1391 |
|-----------|---|-----------|



|                      |                       |                       |                         |                       |        |        |                |                 |             |
|----------------------|-----------------------|-----------------------|-------------------------|-----------------------|--------|--------|----------------|-----------------|-------------|
| 4 NM Holding Pattern |                       |                       |                         |                       | TEGAE  | JOKOS  | HIROR          | 3200            | OMIGY       |
| 6000 ← 313°          |                       |                       |                         |                       | 133° → | 3200   | 2.6 NM to RW13 | *1.1 NM to RW13 | *LNAV only. |
| 3200                 |                       |                       |                         |                       | 133° → | 3200   | *2280          | RW13            |             |
| GP 3.00°<br>TCH 45   |                       |                       |                         |                       | 6 NM   | 2.9 NM | 1.5 NM         | 1.1             |             |
| CATEGORY             | A                     | B                     | C                       | D                     |        |        |                |                 |             |
| LPV DA               |                       | 1648-¾                | 257 (300-¾)             |                       |        |        |                |                 |             |
| LNAV/VNAV DA         |                       | 1680-¾                | 289 (300-¾)             |                       |        |        |                |                 |             |
| LNAV MDA             |                       | 1780-¾                | 389 (400-¾)             |                       |        |        |                |                 |             |
| CIRCLING             | 1840-1<br>449 (500-1) | 1860-1<br>469 (500-1) | 1860-1½<br>469 (500-1½) | 1960-2<br>569 (600-2) |        |        |                |                 |             |

HIRL Rwy 13-31

MIRL Rwy 7-25

REIL Rws 7 and 25

BEMIDJI, MINNESOTA  
Amdt 1B 30JAN20

47°31'N-94°56'W

BEMIDJI RGNL (BJI)  
RNAV (GPS) RWY 13

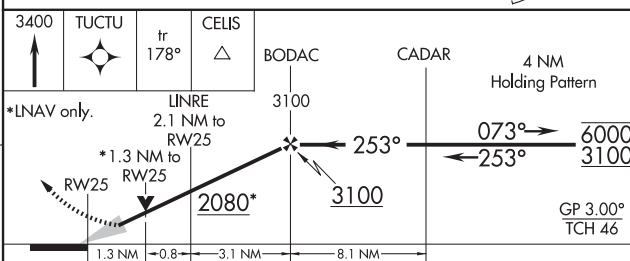
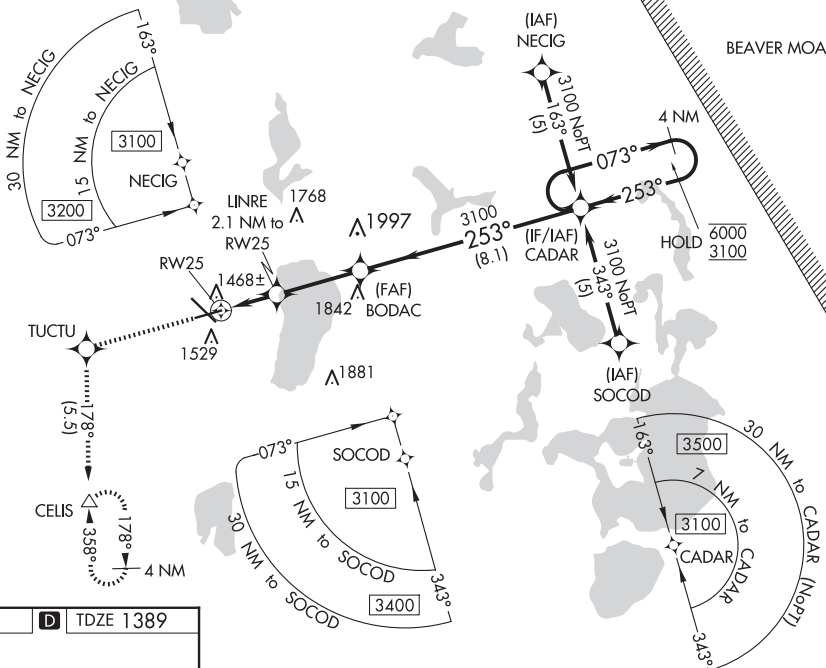
NC-1, 12 JUN 2025 to 07 AUG 2025

21280

RNAV (GPS) RWY 25  
BEMIDJI RGNL (BJI)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C.

**MISSED APPROACH:**  
Climb to 3400 direct  
TUCTU and on track  
178° to CELS and hold.

UNICOM  
122.8 (CTAF) **L**

| CATEGORY          |     | A                     |  | B                     |  | C                             |  | D                             |  |
|-------------------|-----|-----------------------|--|-----------------------|--|-------------------------------|--|-------------------------------|--|
| LPV               | DA  | 1589-3/4              |  |                       |  | 200 (200-3/4)                 |  |                               |  |
| LNAV/<br>VNAV     | DA  | 1752-1 1/4            |  |                       |  | 363 (400-1/4)                 |  |                               |  |
| LNAV              | MDA | 1840-1                |  | 451 (500-1)           |  | 1840-1 3/8<br>451 (500-1 3/8) |  | 1840-1 1/2<br>451 (500-1 1/2) |  |
| <b>C</b> CIRCLING |     | 1840-1<br>449 (500-1) |  | 1860-1<br>469 (500-1) |  | 1860-1 1/2<br>469 (500-1 1/2) |  | 1960-2<br>569 (600-2)         |  |

BEMIDJI RGNL (BJI)  
RNAV (GPS) RWY 25

NC-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 31  
BEMIDJI RGNL (BJI)

**MISSED APPROACH:**  
Climb to 3200 direct  
TEGAE and hold.

UNICOM  
122.8 (CTAF) [illegible]

BEMIDJI RGNL (BJI)  
RNAV (GPS) RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

|   |                        |   |
|---|------------------------|---|
| VOR/DME IDJ<br><b>110.0</b><br>Chan <b>37</b> | APP CRS<br><b>126°</b> | Rwy Idg <b>7002</b><br>TDZE <b>1391</b><br>Apt Elev <b>1391</b> |
|---|------------------------|---|

VOR/DME RWY 13  
BEMIDJI RGNL (BJI)

BEMIDJI RG NL (B.JT)

**V** When local altimeter setting not received, use Park Rapids altimeter setting and increase all  
**A** MDA 100 feet, increase S-13 Cat C and D visibility  $\frac{1}{4}$  mile. VDP NA with Park Rapids  
NA altimeter setting. For inoperative MALSR, increase S-13 Cat A and B visibility to 1 mile  
and Cat C and D visibility to  $\frac{1}{4}$  mile. For inoperative MALSR when using Park Rapids  
altimeter setting, increase S-13 Cat A and B visibility to 1 mile and Cat C and D visibility  
to  $\frac{1}{4}$  mile. Helicopter visibility reduction below  $\frac{3}{4}$  SM not authorized.

MALSR



**MISSED APPROACH:**  
Climb to 3100 direct  
IDJ VOR/DME and  
hold, continue  
climb-in-hold to 3100.

AWOS-3  
119.275

MINNEAPOLIS CENTER  
134.75 251.1

UNICOM  
122.8 (CTAF) **L**

## RADAR REQUIRED

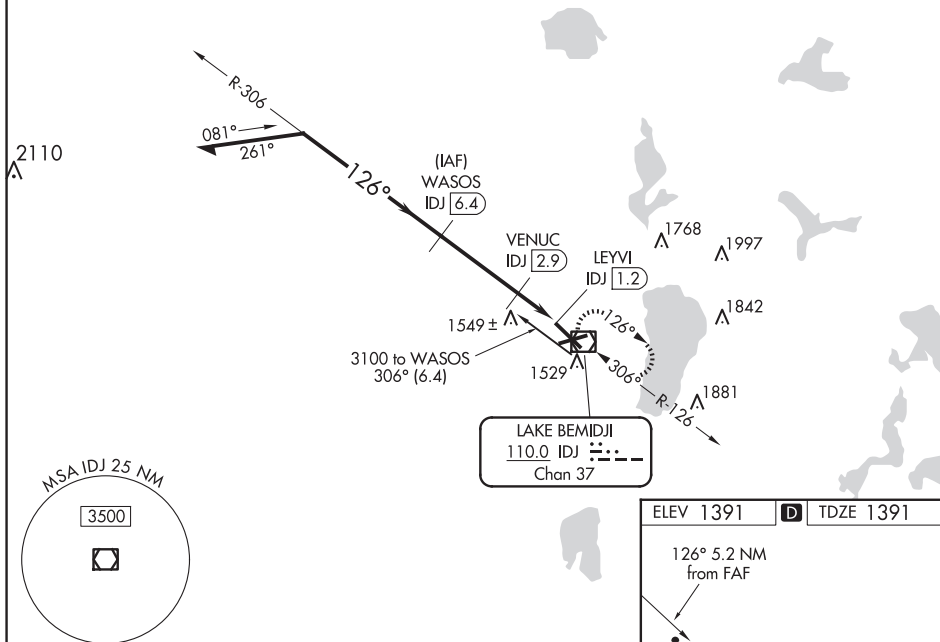
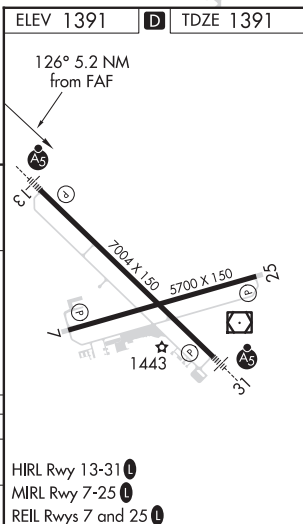
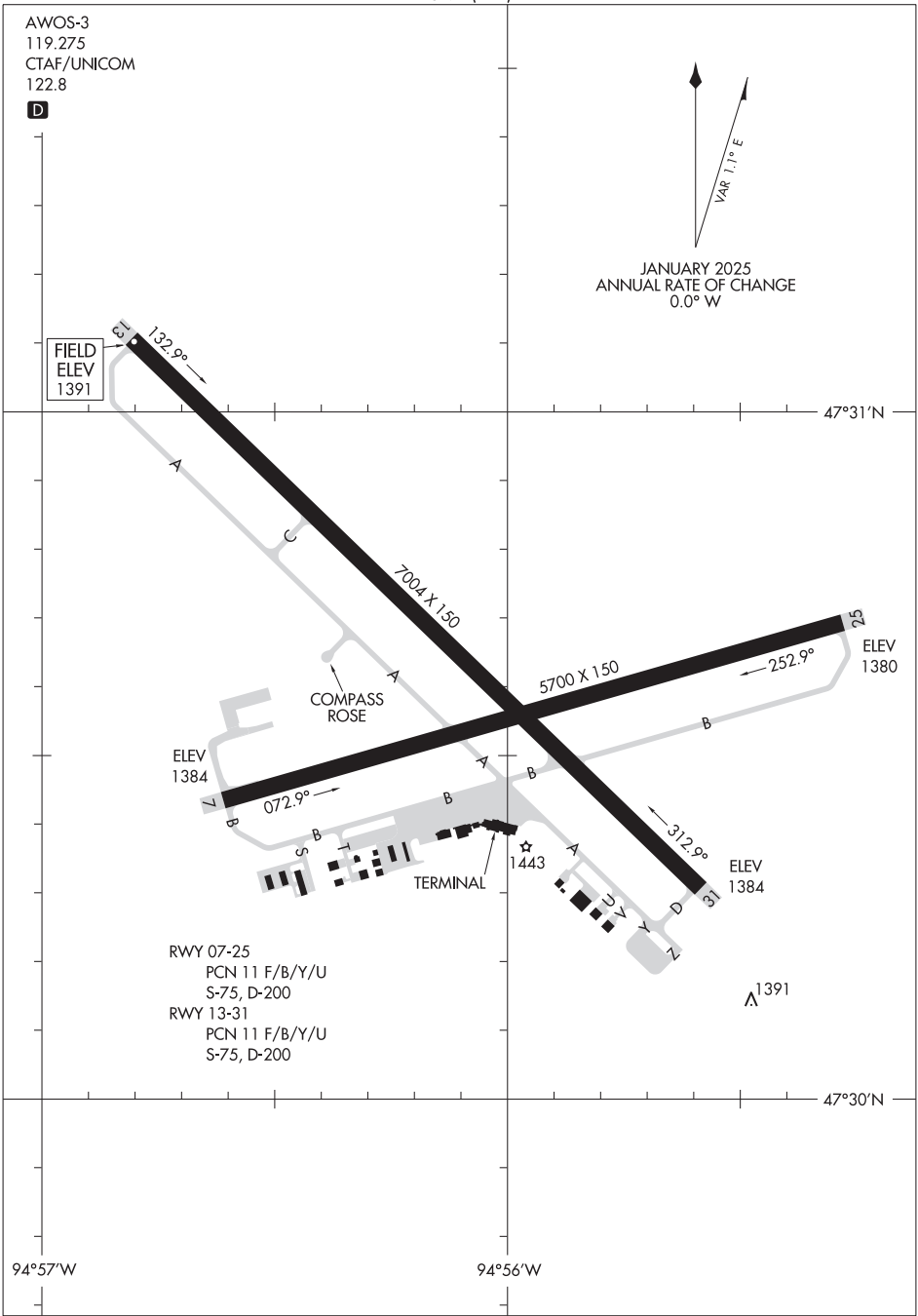


Figure 1 is a flight profile diagram. It shows a series of altitude and distance segments. The altitude starts at 3100, goes down to 2000, and then back up to 3100. The distance segments are 3.4 NM, 0.6, and 1.1 NM. The diagram includes waypoints WASOS IDJ (6.4), VENUC IDJ (2.9), and LEYVI IDJ (1.2). A table on the right shows a 3100 altitude and an IDJ symbol.

| CATEGORY          | A   | B                     | C  | D                     |
|-------------------|---|-----------------------|--|-----------------------|
| S-13              | 1800- <sup>3</sup> / <sub>4</sub> 409 (500- <sup>3</sup> / <sub>4</sub> ) |                       |  |                       |
| <b>C</b> CIRCLING | 1840-1<br>449 (500-1)   | 1860-1<br>469 (500-1) | 1860-1 <sup>1</sup> / <sub>2</sub><br>469 (500-1 <sup>1</sup> / <sub>2</sub> ) | 1960-2<br>569 (600-2) |



VOR/DME RWY 13



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>49210</b><br><b>W14A</b> | APP CRS<br><b>138°</b> | Rwy Idg <b>4000</b><br>TDZE <b>1039</b><br>Apt Elev <b>1039</b> |
|--|------------------------|---|

RNAV (GPS) RWY 14

BENSON MUNI (BBB)

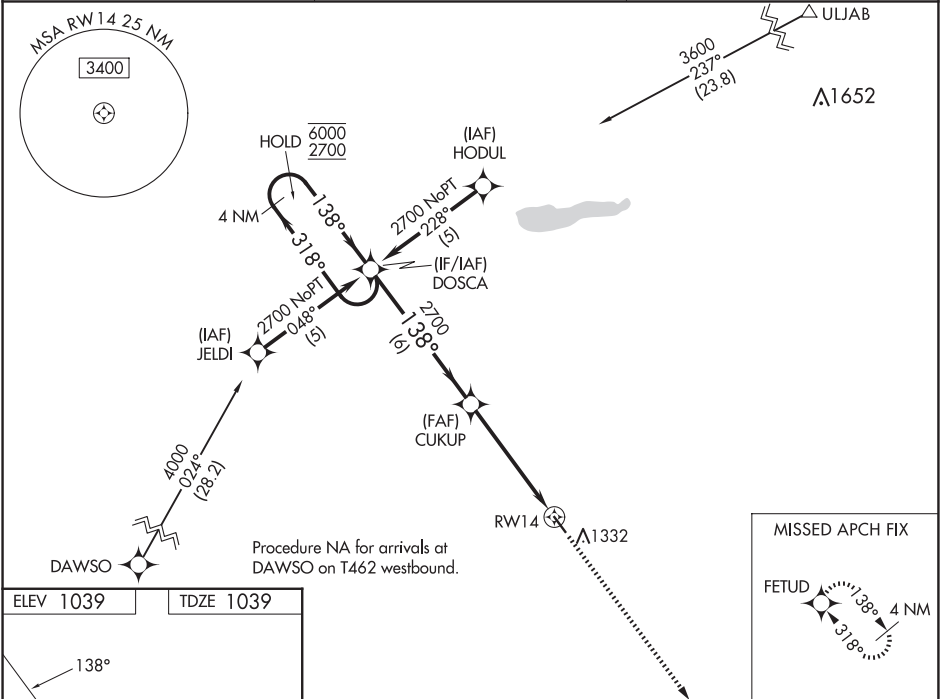
RNP APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using Appleton altimeter setting. When local altimeter setting not received, use Appleton altimeter setting and increase LPV DA to 1422 feet and all visibilities 1/8 SM; increase LNAV/VNAV DA to 1466 feet and all visibilities 1/8 SM; increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2700 direct FETUD and hold.

|                           |  |                                 |
|---------------------------|--|---------------------------------|
| AWOS-3PT<br><b>118.45</b> | MINNEAPOLIS CENTER<br><b>125.5 323.1</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|---------------------------|--|---------------------------------|



ELEV 1039 TDZE 1039

MIRL Rwy 14-32  
REIL RWys 14 and 32

|                      |            |                 |    |                  |        |
|----------------------|------------|-----------------|----|------------------|--------|
| DOSCA                |            | CUKUP           |    | 2700             | FETUD  |
| 4 NM Holding Pattern |            |                 |    |                  |        |
| 6000<br>2700         |            | 138°            |    | 1.4 NM to RWY 14 | RWY 14 |
| GP 3.00°<br>TCH 40   |            | 6 NM            |    | 3.6 NM           | 1.4    |
| CATEGORY             | A          | B               | C  | D                |        |
| LPV DA               | 1382-1     | 343 (400-1)     | NA |                  |        |
| LNAV/VNAV DA         | 1426-1 1/8 | 387 (400-1 1/8) | NA |                  |        |
| LNAV MDA             | 1540-1     | 501 (600-1)     | NA |                  |        |

BENSON, MINNESOTA

AL-5839 (FAA)

24081

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>99710</b><br><b>W32A</b> | APP CRS<br><b>319°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4000</b><br><b>1039</b><br><b>1039</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 32

BENSON MUNI (BBB)

RNP APCH.

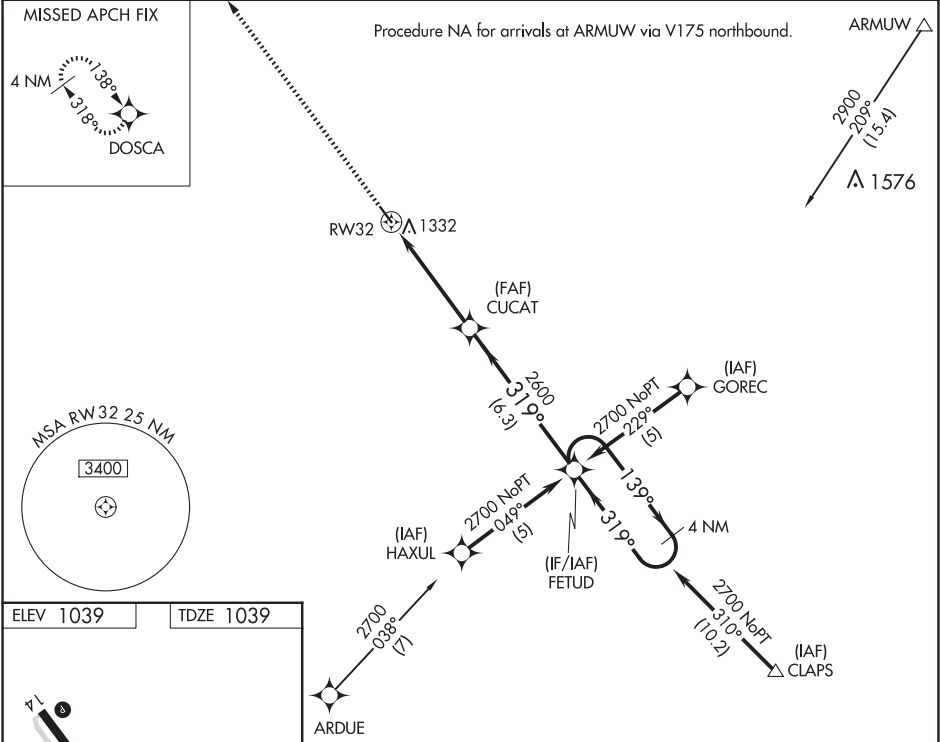
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 32 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Appleton altimeter setting. When local altimeter setting not received, use Appleton altimeter setting and increase all DA and MDA 40 feet.

MISSED APPROACH: Climb to 2700 direct DOSCA and hold.

|                           |  |                                 |
|---------------------------|--|---------------------------------|
| AWOS-3PT<br><b>118.45</b> | MINNEAPOLIS CENTER<br><b>125.5 323.1</b> | UNICOM<br><b>122.8 (CTAF) 1</b> |
|---------------------------|--|---------------------------------|



ELEV 1039

TDZE 1039

2700

DOSCA

2700

CUCAT

2700

FETUD

4 NM

Holding Pattern

319°

2700

GP 3.00°

TCH 41

| CATEGORY     | A       | B            | C  | D  |
|--------------|---------|--------------|----|----|
| LPV DA       | 1426-1½ | 387 (400-1½) | NA | NA |
| LNAV/VNAV DA | 1710-2½ | 671 (700-2½) | NA | NA |
| LNAV MDA     | 1700-1  | 661 (700-1)  | NA | NA |

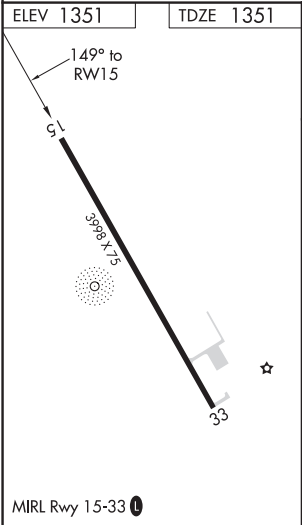
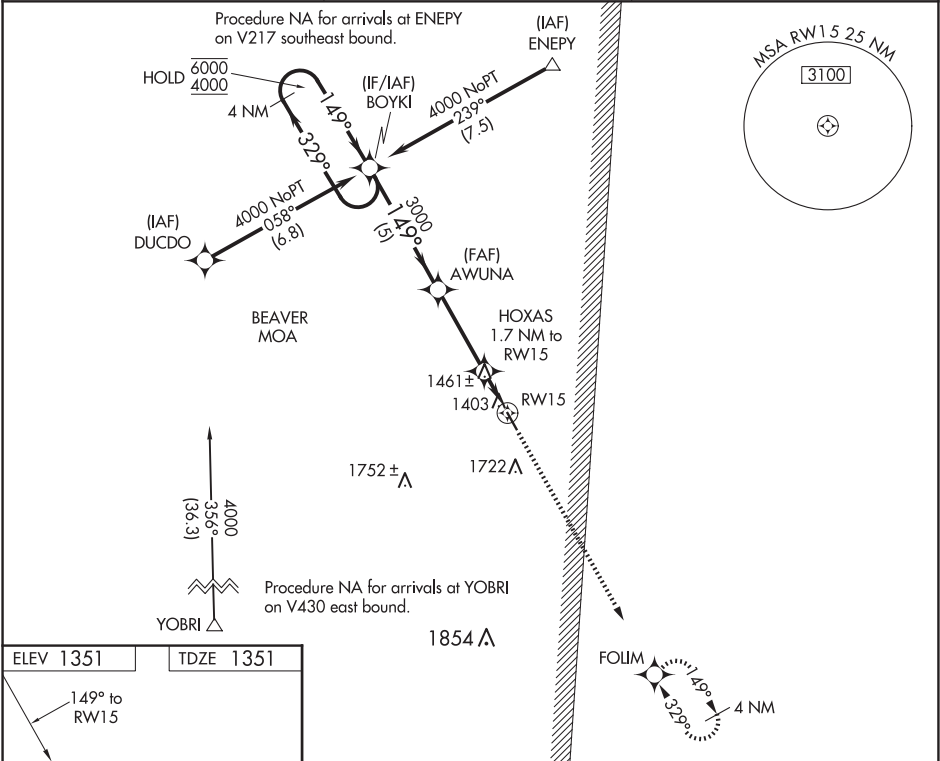
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>78126</b><br><b>W15A</b> | APP CRS<br><b>149°</b> | Rwy Idg<br>TDZE <b>1351</b><br>Apt Elev <b>1351</b> |
|--|------------------------|---|

RNAV (GPS) RWY 15

BIGFORK MUNI (F'OZ)

|   |   |
|---|---|
| RNP APCH.   | MISSED APPROACH: Climb to 4000 direct FOLIM and hold, continue climb-in-hold to 4000. |
| Rwy 15 helicopter visibility reduction below ¾ SM NA. |   |

|                            |   |                       |
|----------------------------|---|-----------------------|
| AWOS-3PT<br><b>118.025</b> | MINNEAPOLIS CENTER<br><b>127.9 281.45</b> | CTAF<br><b>122.90</b> |
|----------------------------|---|-----------------------|



|                      |                       |                       |        |                      |              |      |
|----------------------|-----------------------|-----------------------|--------|----------------------|--------------|------|
| 4 NM Holding Pattern |                       | BOYKI                 | AWUNA  | HOXAS 1.7 NM to RW15 | 1 NM to RW15 | RW15 |
| 6000 ← 329°          |                       | 149° →                | 149°   | 3.00° TCH 40         | 1920         |      |
| 4000                 |                       |                       | 3000   |                      |              |      |
|                      |                       | 5 NM                  | 3.4 NM | 0.7 NM               | 1 NM         |      |
| CATEGORY             | A                     | B                     | C      | D                    |              |      |
| LP MDA               | 1720-1                | 369 (400-1)           | NA     | NA                   |              |      |
| LNAV MDA             | 1740-1                | 389 (400-1)           | NA     | NA                   |              |      |
| CIRCLING             | 1780-1<br>429 (500-1) | 2040-1<br>689 (700-1) | NA     | NA                   |              |      |

BIGFORK, MINNESOTA

AL-9255 (FAA)

22139

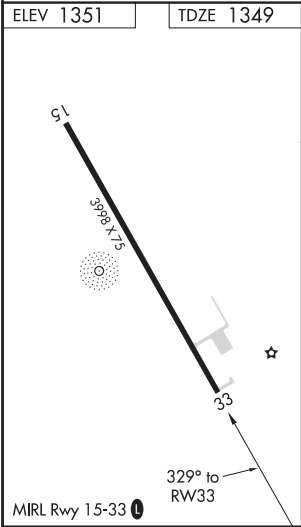
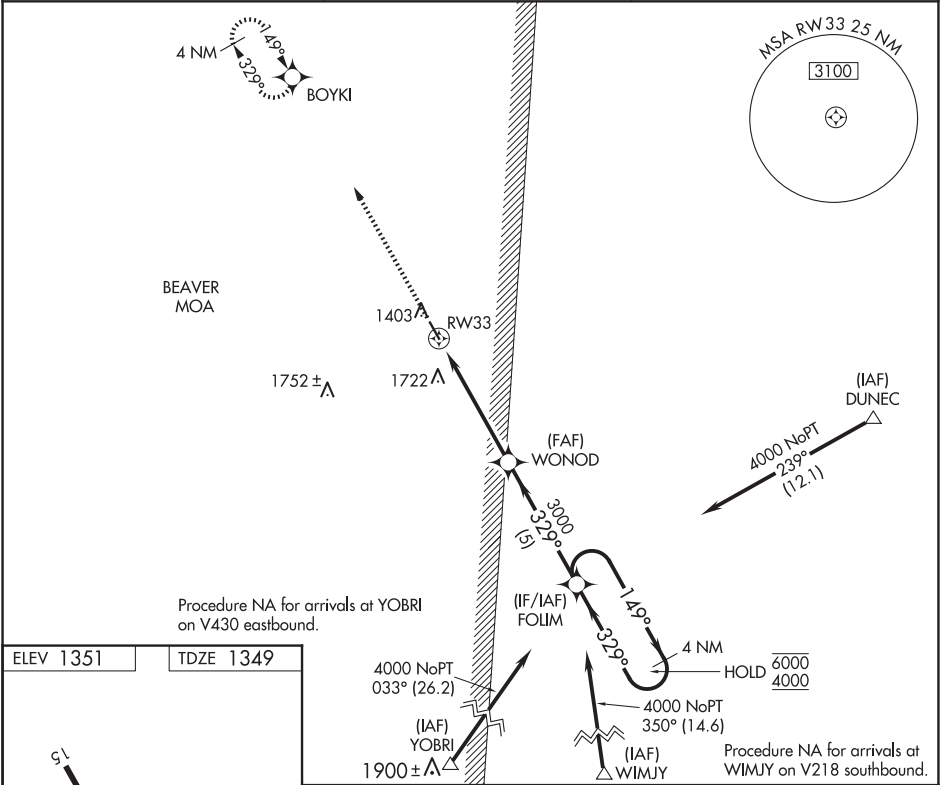
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>40226</b><br><b>W33A</b> | APP CRS<br><b>329°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3998</b><br><b>1349</b><br><b>1351</b> |
|--|------------------------|-----------------------------|---|



RNAV (GPS) RWY 33

BIGFORK MUNI (F'0Z)

|   |   |
|---|---|
| RNP APCH.   | MISSED APPROACH: Climb to 4000 direct BOYKI and hold, continue climb-in-hold to 4000. |
| Rwy 33 helicopter visibility reduction below ¾ SM NA. |   |

|                            |   |                        |
|----------------------------|---|------------------------|
| AWOS-3PT<br><b>118.025</b> | MINNEAPOLIS CENTER<br><b>127.9 281.45</b> | CTAF<br><b>122.9 0</b> |
|----------------------------|---|------------------------|



|   |  |  |  |                     |  |                 |  |                            |  |
|---|--|--|--|---------------------|--|-----------------|--|----------------------------|--|
| 4000<br>↑   |  | BOYKI<br> |  | WONOD<br>↓          |  | FOLIM<br>↓      |  | 4 NM<br>Holding Pattern    |  |
|  |  | RW33<br>↓  |  | 1.5 NM to RW33<br>↓ |  | 3.00°<br>TCH 40 |  | 329°                       |  |
| 1.5   |  | 3.6 NM   |  | 5 NM                |  | 329°            |  | 149° → 6000<br>← 329° 4000 |  |
| CATEGORY  |  | A  |  | B                   |  | C               |  | D                          |  |
| LP MDA  |  | 1860-1 511 (600-1)   |  |                     |  |                 |  | NA                         |  |
| LNAV MDA  |  | 1860-1 511 (600-1)   |  |                     |  |                 |  | NA                         |  |
| CIRCLING  |  | 1860-1 509 (600-1)   |  | 2040-1 689 (700-1)  |  |                 |  | NA                         |  |

BIGFORK, MINNESOTA  
Orig-F 20MAY21

47°47'N-93°39'W

BIGFORK MUNI (F'0Z)

RNAV (GPS) RWY 33

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

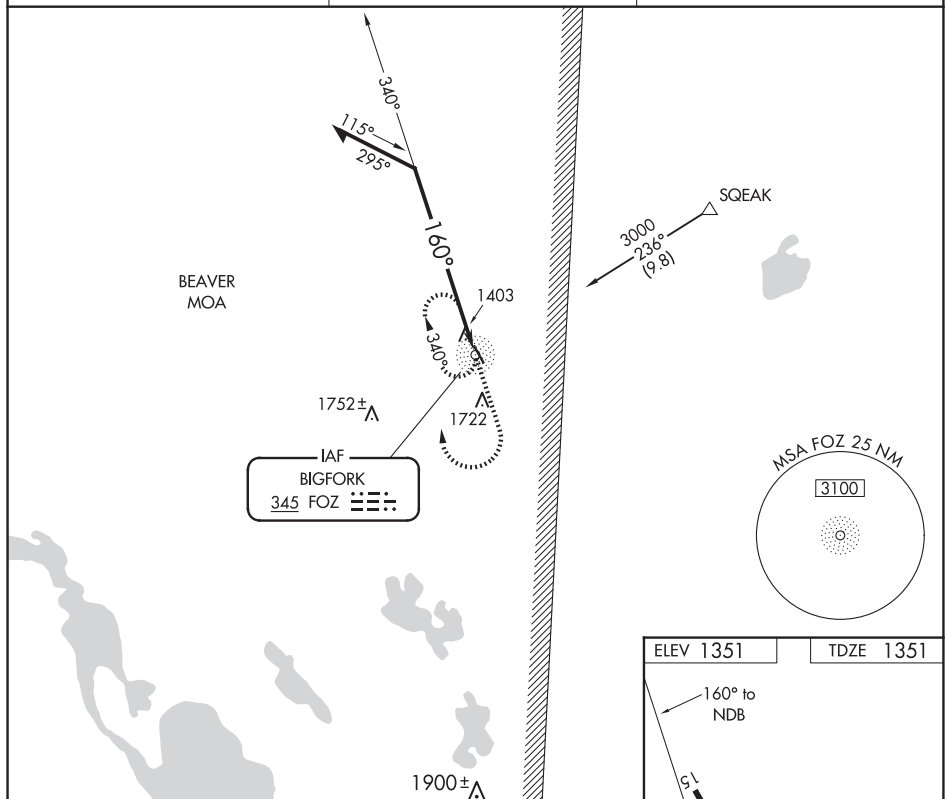
|                              |                        |   |
|------------------------------|------------------------|---|
| NDB FOZ<br><b><u>345</u></b> | APP CRS<br><b>160°</b> | Rwy Idg <b>3998</b><br>TDZE <b>1351</b><br>Apt Elev <b>1351</b> |
|------------------------------|------------------------|---|

NDB RWY 15  
BIGFORK MUNI (FOZ)

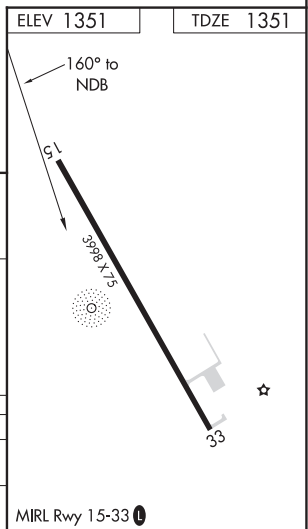
|             |  |
|-------------|--|
| <b>T</b>    | Procedure not authorized when BEAVER MOA is active. Night  |
| <b>A</b> NA | landing Rwy 33 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Grand Rapids altimeter setting and increase all MDA 100 feet. |

**MISSED APPROACH:** Climb to 2200 then climbing right turn to 3000 direct FOZ NDB and hold.

|                            |   |                        |
|----------------------------|---|------------------------|
| AWOS-3PT<br><b>118.025</b> | MINNEAPOLIS CENTER<br><b>127.9 281.45</b> | CTAF<br><b>122.9 0</b> |
|----------------------------|---|------------------------|



| CATEGORY | A                     | B                     | C  | D |
|----------|-----------------------|-----------------------|----|---|
| S-15     | 1840-1                | 489 (500-1)           | NA |   |
| CIRCLING | 1840-1<br>489 (500-1) | 2040-1<br>689 (700-1) | NA |   |



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

BISMARCK, NORTH DAKOTA

AL-51 (FAA)

22307

|                           |                        |                         |
|---------------------------|------------------------|-------------------------|
| LOC I-BZX<br><b>111.5</b> | APP CRS<br><b>131°</b> | Rwy Idg<br><b>8794</b>  |
|                           |                        | TDZE<br><b>1655</b>     |
|                           |                        | Apt Elev<br><b>1661</b> |

# ILS or LOC RWY 13

BISMARCK MUNI (BIS)

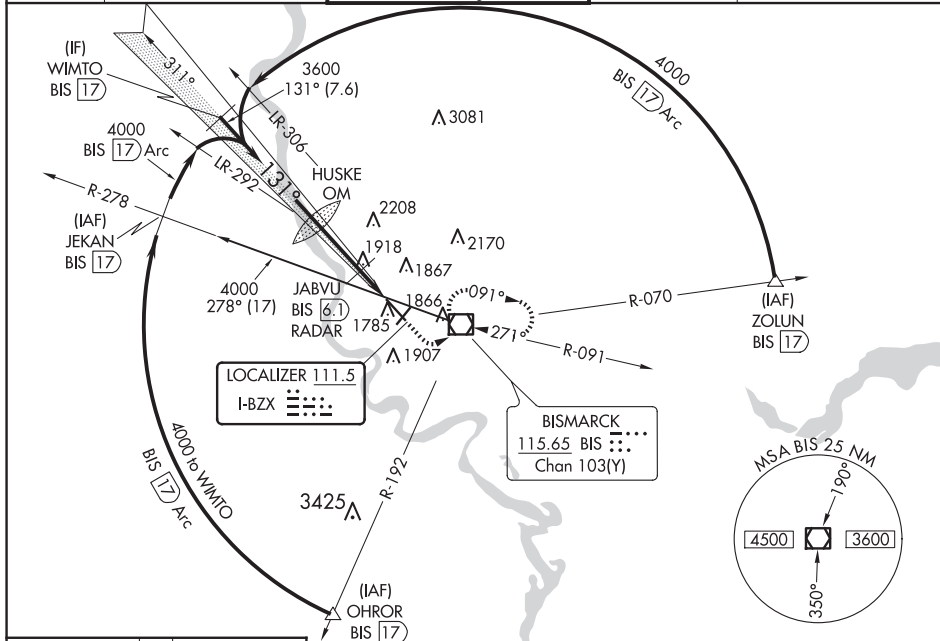
DME required for procedure entry. DME required.

⚠ Inop table does not apply to S-ILS 13. DME from BIS VOR/DME.  
 ⚠ ASR Simultaneous reception of I-BZX and BIS DME required.  
 # DME from BIS VOR/DME.

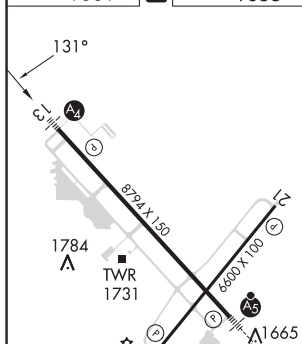


MISSED APPROACH: Climb to 2200 then climbing left turn to 3600 direct BIS VOR/DME and hold, continue climb-in-hold to 3600.

|                       |  |   |                         |                         |
|-----------------------|--|---|-------------------------|-------------------------|
| ATIS<br><b>119.35</b> | BISMARCK APP CON ★<br><b>126.3 298.9</b> | BISMARCK TOWER ★<br><b>118.3 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|---|-------------------------|-------------------------|



|           |   |           |
|-----------|---|-----------|
| ELEV 1661 | D | TDZE 1655 |
|-----------|---|-----------|



REIL Rwy 3 and 21  
 HIRL Rwy 3-21 and 13-31

|                   |       |      |      |      |      |     |
|-------------------|-------|------|------|------|------|-----|
| FAF to MAP 5.6 NM | Knots | 60   | 90   | 120  | 150  | 180 |
| Min:Sec           | 5:36  | 3:44 | 2:48 | 2:14 | 1:52 |     |

|          |                      |             |                       |              |
|----------|----------------------|-------------|-----------------------|--------------|
|          | WIMTO BIS (17)       | HUSKE OM    | JABVU BIS (6.1) RADAR |              |
|          | 4000                 | 3536        | 3280                  |              |
|          | 131°                 |             |                       |              |
|          | 7.6 NM               | 3.5 NM      | 2.1 NM                |              |
| CATEGORY | A                    | B           | C                     | D            |
| S-ILS 13 | 1855-¾ 200 (200-¾)   |             |                       |              |
| S-LOC 13 | 2380-¾               | 725 (800-¾) | 2380-1¾               | 725 (800-1¾) |
| CIRCLING | 2380-1               | 719 (800-1) | 2460-2¼               | 2460-2½      |
|          | # JABVU FIX MINIMUMS |             |                       |              |
| S-LOC 13 | 2180-¾               | 525 (600-¾) | 2180-1¼               | 525 (600-1¼) |
| CIRCLING | 2200-1               | 539 (600-1) | 2460-2¼               | 2460-2½      |

BISMARCK, NORTH DAKOTA

Amdt 4A 23APR20

46°46'N-100°45'W

BISMARCK MUNI (BIS)

# ILS or LOC RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025

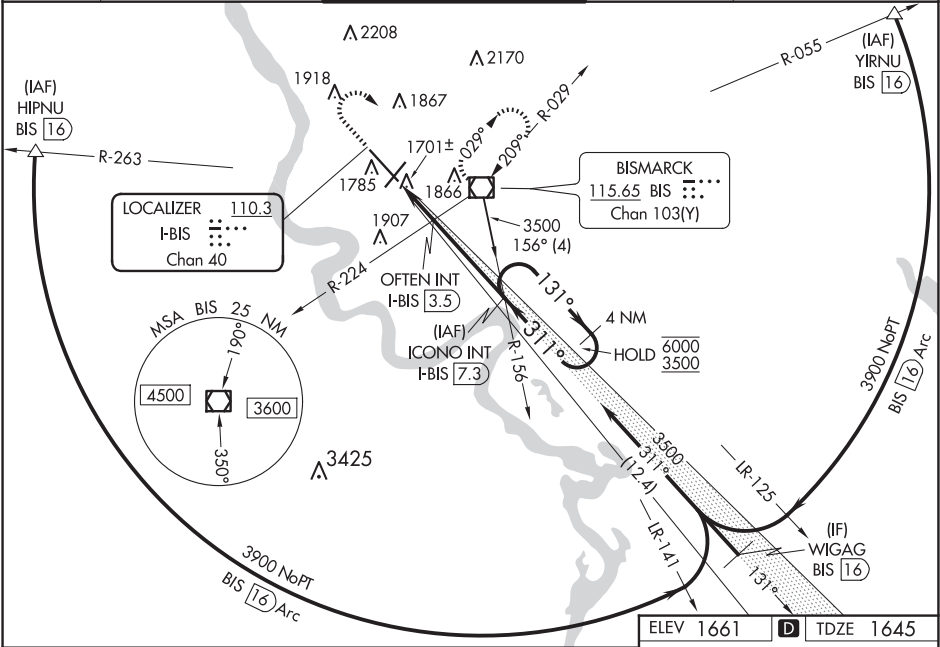
|               |             |          |             |
|---------------|-------------|----------|-------------|
| LOC/DME I-BIS | APP CRS     | Rwy ldg  | 8794        |
| <b>110.3</b>  | <b>311°</b> | TDZE     | <b>1645</b> |
| Chan 40       |             | Apt Elev | <b>1661</b> |

ILS or LOC RWY 31

BISMARCK MUNI (BIS)

|  |  |       |  |
|--|--|-------|--|
| DME required for procedure entry.  |  | MALSR | MISSED APPROACH: Climb to 2800 then climbing right turn to 3600 direct BIS VOR/DME and hold. |
| Autopilot coupled approach NA below 2680.<br>For inop ALS, increase S-LOC 31 OFTEN FIX Cat C/D<br>minimums visibility to RVR 5500. |  | ASR   |  |

|                       |   |  |                         |                         |
|-----------------------|---|--|-------------------------|-------------------------|
| ATIS<br><b>119.35</b> | BISMARCK APP CON★<br><b>126.3 298.9</b> | BISMARCK TOWER★<br><b>118.3 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|-----------------------|---|--|-------------------------|-------------------------|



2800

↑

3600

↗

BIS

Use I-BIS DME when on the localizer course.

ICONO INT

I-BIS 7.3

4 NM

Holding Pattern

\*LOC only.

\*I-BIS 2.6

I-BIS 1.6

OFTEN INT

I-BIS 3.5

3500

131° →

6000

3500

← 311°

3500

GS 3.00°

TCH 48

2300\*

311°

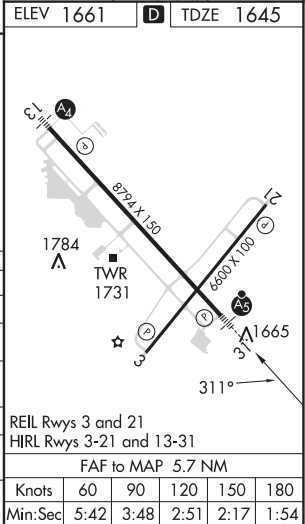
2300

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)            |
| <b>C</b> CIRCLING                                       | 2300-1  | 639 (700-1) | 2460-2¼<br>799 (800-2¼) | 2460-2½<br>799 (800-2½) |
| OFTEN FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) |         |             |                         |                         |
| S-LOC 31  | 2020/24 | 375 (400-½) | 2020/35                 | 375 (400-¾)             |
| <b>C</b> CIRCLING                                       | 2240-1  | 579 (600-1) | 2460-2¼<br>799 (800-2¼) | 2460-2½<br>799 (800-2½) |




BISMARCK, NORTH DAKOTA

AL-51 (FAA)

22307

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>63099</b><br><b>W03A</b> | APP CRS<br><b>032°</b> | Rwy Idg<br>TDZE <b>1661</b><br>Apt Elev <b>1661</b> |
|--|------------------------|---|

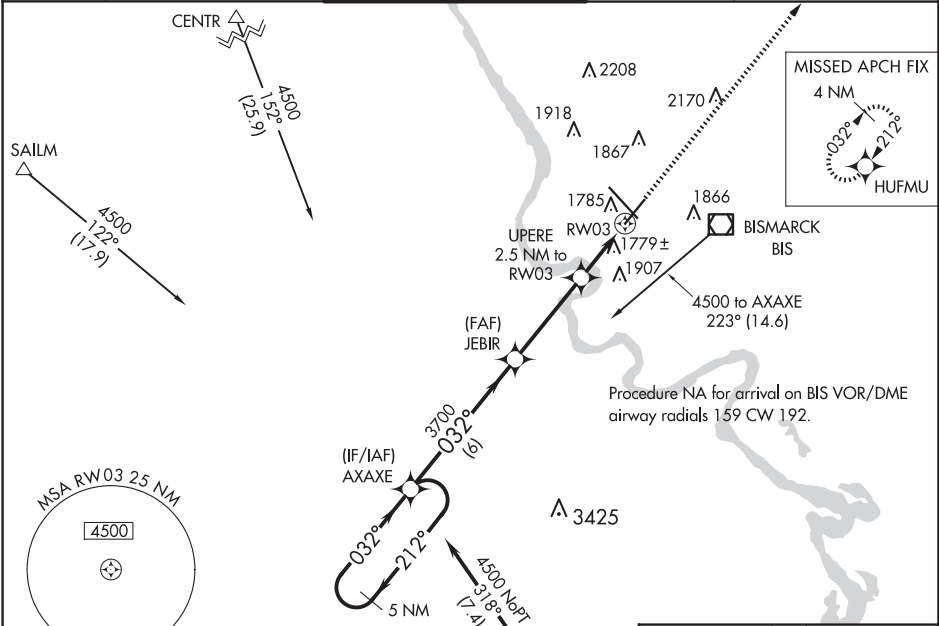
**RNAV (GPS) RWY 3**  
BISMARCK MUNI (BIS)

  
ASR

For uncompensated Baro-VNAV systems,  
LNAV/VNAV NA below -18°C (0°F) or  
above 33°C (91°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to  
4000 direct HUFMU and hold.

|                       |  |   |                         |                         |
|-----------------------|--|---|-------------------------|-------------------------|
| ATIS<br><b>119.35</b> | BISMARCK APP CON ★<br><b>126.3 298.9</b> | BISMARCK TOWER ★<br><b>118.3 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|---|-------------------------|-------------------------|



5 NM Holding Pattern

AXAXE

JEBIR

UPERE

HUFMU

GP 3.00° TCH 48

6 NM

3.8 NM

1.5 NM

1 NM

\*INAV only.

\*1 NM to RW03

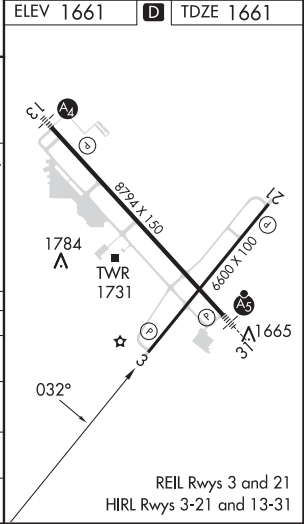
\*2500

RW03

| CATEGORY     | A                        | B                        | C                        | D |
|--------------|--------------------------|--------------------------|--------------------------|---|
| LPV DA       | 1861-3/4 200 (200-3/4)   |                          |                          |   |
| LNAV/VNAV DA | 2081-13/8 420 (500-13/8) |                          |                          |   |
| LNAV MDA     | 2040-1 379 (400-1)       |                          |                          |   |
| CIRCLING     | 2200-1 539 (600-1)       | 2460-21/4 799 (800-21/4) | 2460-21/2 799 (800-21/2) |   |

ELEV 1661

TDZE 1661



REIL Rws 3 and 21  
HIRL Rws 3-21 and 13-31

BISMARCK, NORTH DAKOTA

Amdt 2B 23APR20

46°46'N-100°45'W

**RNAV (GPS) RWY 3**  
BISMARCK MUNI (BIS)

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



WAAS  
CH **86920**  
**W13A**

APP CRS  
**131°**

Rwy Idg **8794**  
TDZE **1655**  
Apt Elev **1661**

# RNAV (GPS) RWY 13

BISMARCK MUNI (BIS)

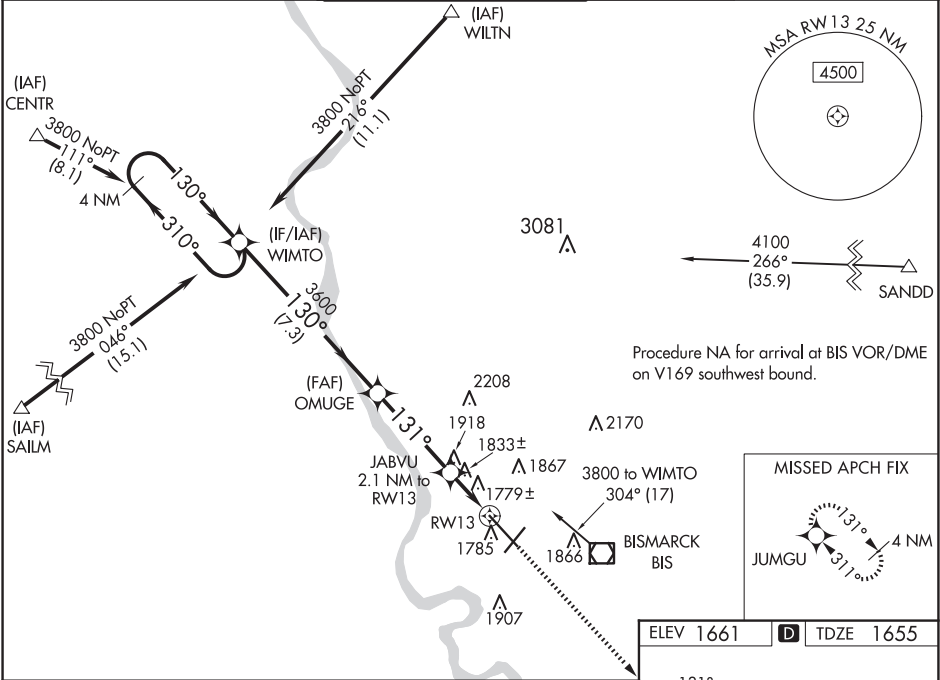
**ASR**

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA.

**MALS**

MISSED APPROACH: Climb to 3700 direct JUMGU and hold.

|                       |  |   |                         |                         |
|-----------------------|--|---|-------------------------|-------------------------|
| ATIS<br><b>119.35</b> | BISMARCK APP CON ★<br><b>126.3 298.9</b> | BISMARCK TOWER ★<br><b>118.3 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|---|-------------------------|-------------------------|



4 NM Holding Pattern

WIMTO

OMUGE

JABVU 2.1 NM to RW13

JUMGU

GP 3.00° TCH 58

3800 310° 130° 3600 131° 3700

7.3 NM 3.8 NM 0.9 1.2

\*2380

\*1.2 NM to RW13

\*LNAV only.

REIL Rwy 3 and 21  
HIRL Rwy 3-21 and 13-31

| CATEGORY     | A                          | B                          | C | D                          |
|--------------|----------------------------|----------------------------|---|----------------------------|
| LPV DA       | 1855-3/4 200 (200-3/4)     |                            |   |                            |
| LNAV/VNAV DA | 2083-1 3/8 428 (500-1 3/8) |                            |   |                            |
| LNAV MDA     | 2100-1 445 (500-1)         | 2100-1 3/8 445 (500-1 3/8) |   |                            |
| CIRCLING     | 2200-1 539 (600-1)         | 2460-2 1/4 799 (800-2 1/4) |   | 2460-2 1/2 799 (800-2 1/2) |

ELEV 1661

D

TDZE 1655

131°


8794 X 130

1784

TWR 1731

1665

RNAV (GPS) RWY 21  
BISMARCK MUNI (BIS)

 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

**MISSED APPROACH:**  
Climb to 4500 direct  
AXAXE and hold.

4000  
067°  
(30.9)

SAILM

2208 A

1918 A

1867 A

1860 A

1866 A

1785 A

1907 A

WULAB  
2.5 NM to  
RW21

RW21

BISMARCK  
BIS

2170 A

(FAF)  
EHTIP

4000  
018°  
(11.3)

3600  
212°  
(6.1)

(IF/IAF)  
HUFMU

4 NM

032°

212°

HOLD

6000  
4000

4000 NoPT  
282°  
(21.1)

(IAF)  
STIEL

Procedure NA for arrival on BIS VOR/DME  
airway radials 295 CW 055.

MSA RW21 25 NM

4500

MISSED APCH FIX

ELEV 1661

D

TDZE 1661

1784  
A  
TWR  
1731

8724 X 150

6600 X 100

212°

1665  
A5

REIL Rwy 3 and 21  
HIRL Rwy 3-21 and 13-31

BISMARCK MUNI (BIS)  
RNAV (GPS) RWY 21

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56599</b><br><b>W31A</b> | APP CRS<br><b>311°</b> | Rwy Idg <b>8794</b><br>TDZE <b>1645</b><br>Apt Elev <b>1661</b> |
|--|------------------------|---|

RNAV (GPS) RWY 31

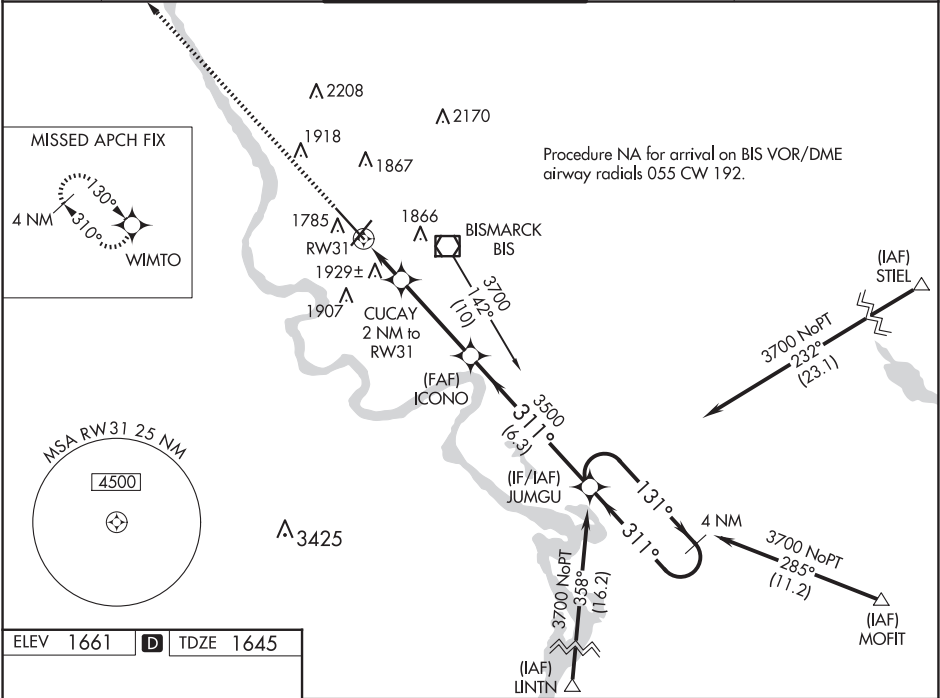
BISMARCK MUNI (BIS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. \*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3800 direct WIMTO and hold.

|                       |   |   |                         |                         |
|-----------------------|---|---|-------------------------|-------------------------|
| ATIS<br><b>119.35</b> | BISMARCK APP CON★<br><b>126.3 298.9</b> | BISMARCK TOWER★<br><b>118.3</b> (CTAF) <b>0 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|-----------------------|---|---|-------------------------|-------------------------|



WIMTO

\* LNAV only.

CUCAY 2 NM to RW31

ICONO

JUMGU

4 NM Holding Pattern

RW31

2320\*

2 NM

3.7 NM

6.3 NM

311°

3500

3500

131°

3700

GP 3.00°

TCH 48

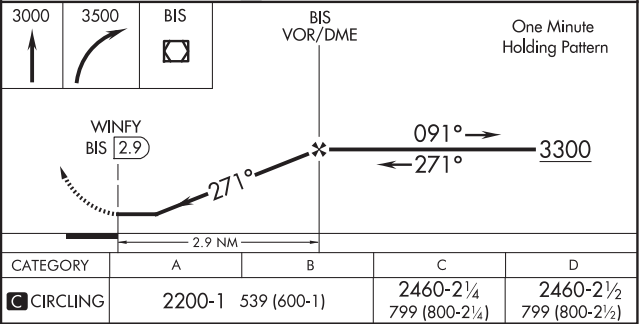
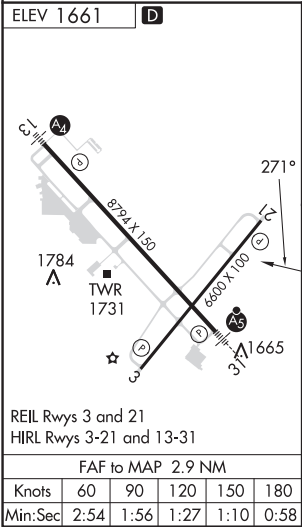
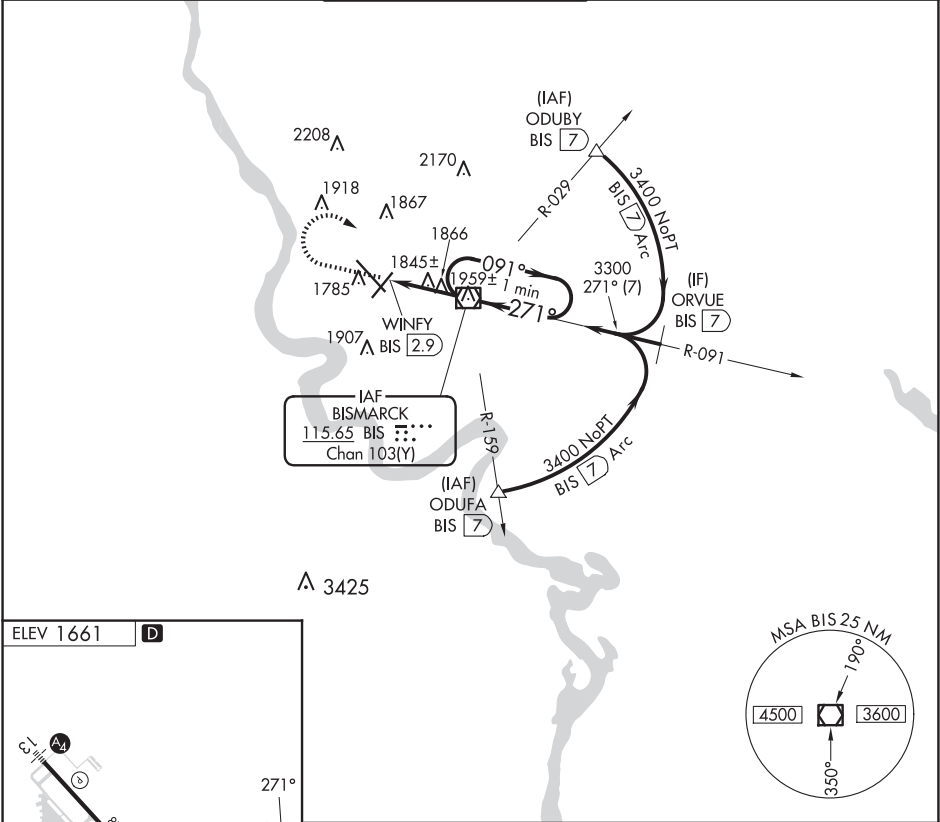
|  |                        |  |
|--|------------------------|--|
| VOR/DME BIS<br><b>115.65</b><br>Chan <b>103(Y)</b> | APP CRS<br><b>271°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>1661</b> |
|--|------------------------|--|

VOR-A  
BISMARCK MUNI (BIS)

  
ASR

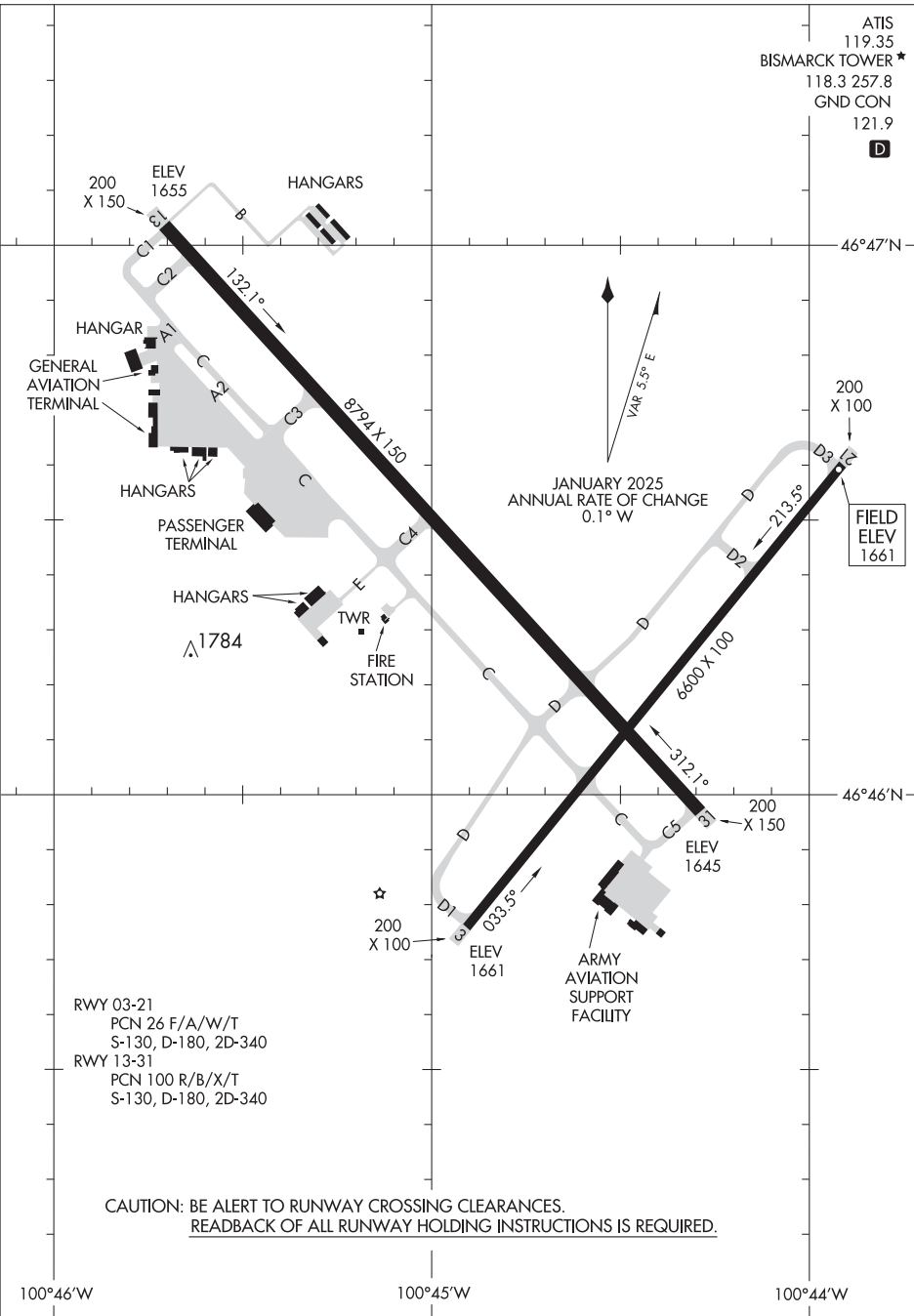
MISSED APPROACH: Climb to 3000 then climbing right turn to 3500 direct BIS VOR/DME and hold.

|                       |  |   |                         |                         |
|-----------------------|--|---|-------------------------|-------------------------|
| ATIS<br><b>119.35</b> | BISMARCK APP CON ★<br><b>126.3 298.9</b> | BISMARCK TOWER ★<br><b>118.3 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|---|-------------------------|-------------------------|



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



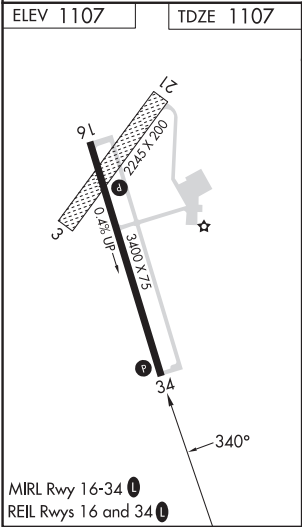
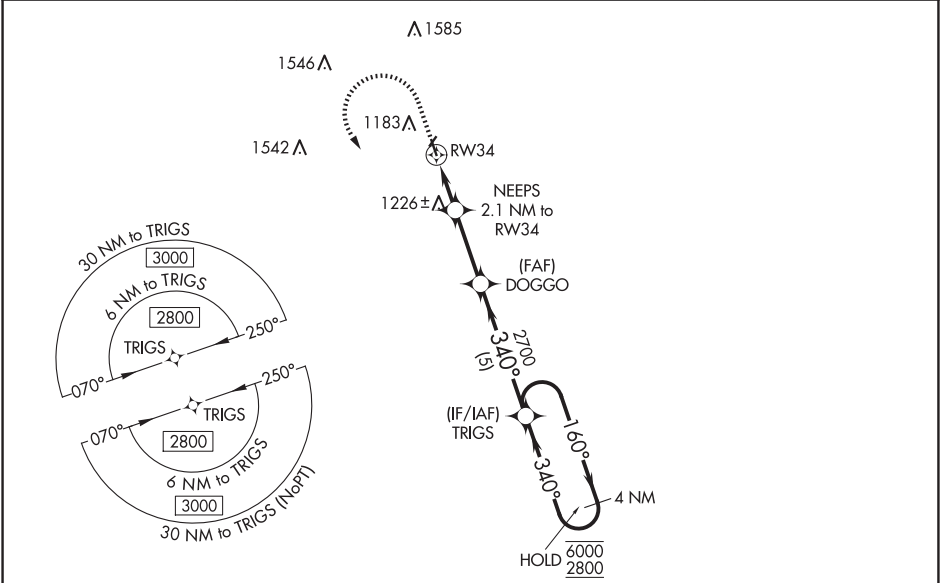
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>70339</b><br><b>W34A</b> | APP CRS<br><b>340°</b> | Rwy Idg<br>TDZE <b>1107</b><br>Apt Elev <b>1107</b> |
|--|------------------------|---|




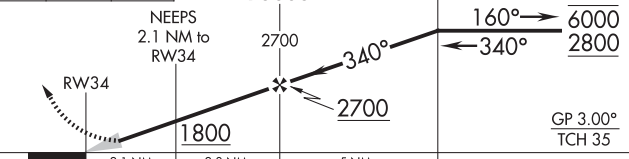

RNAV (GPS) RWY 34

BLUE EARTH MUNI (SBU)

|   |   |
|---|---|
| RNP APCH - GPS.   | MISSED APPROACH: Climb to 1600 then climbing left turn to 2800 direct TRIGS and hold. |
| Baro-VNAV NA. Rwy 34 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy's 3 and 21. Use FRM altimeter setting; when not received, use FXY altimeter setting and increase LPV DA to 1443 feet and all visibilities 1/8 SM. Increase LNAV/VNAV DA to 1593 feet; increase all MDAs 60 feet and visibility Cat C 1/4 SM. |   |

|                                |   |                       |                                 |
|--------------------------------|---|-----------------------|---------------------------------|
| FRM AWOS-3PT<br><b>120.025</b> | MINNEAPOLIS CENTER<br><b>127.75 257.7</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------------|---|-----------------------|---------------------------------|



|  |   |   |   |    |
|--|---|---|---|----|
| 1771 A   |   |   |   |    |
| 1600   | 2800  | TRIGS   |   |    |
|           |  |  |   |    |
|           |   |   |   |    |
| CATEGORY   | A   | B   | C   | D  |
| LPV DA   | 1398-1 291 (300-1)  |   |   | NA |
| LNAV/VNAV DA   | 1548-1 $\frac{3}{8}$ 441 (500-1 $\frac{3}{8}$ )                                     |   |   | NA |
| LNAV MDA   | 1520-1  | 413 (500-1)   | 1520-1 $\frac{1}{8}$ 413 (500-1 $\frac{1}{8}$ ) | NA |
|  CIRCLING | 1560-1 453 (500-1)  | 1580-1 473 (500-1)  | 1720-1 $\frac{3}{4}$ 613 (700-1 $\frac{3}{4}$ ) | NA |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>42545</b><br><b>W13A</b> | APP CRS<br><b>127°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3700</b><br><b>1679</b><br><b>1680</b> |
|--|------------------------|-----------------------------|---|

## RNAV (GPS) RWY 13

BOTTINEAU MUNI (D09)

RNP APCH - GPS.



Circling NA to Rwy 3 and 21. Rwy 13 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 4100 direct HAMAM and hold.

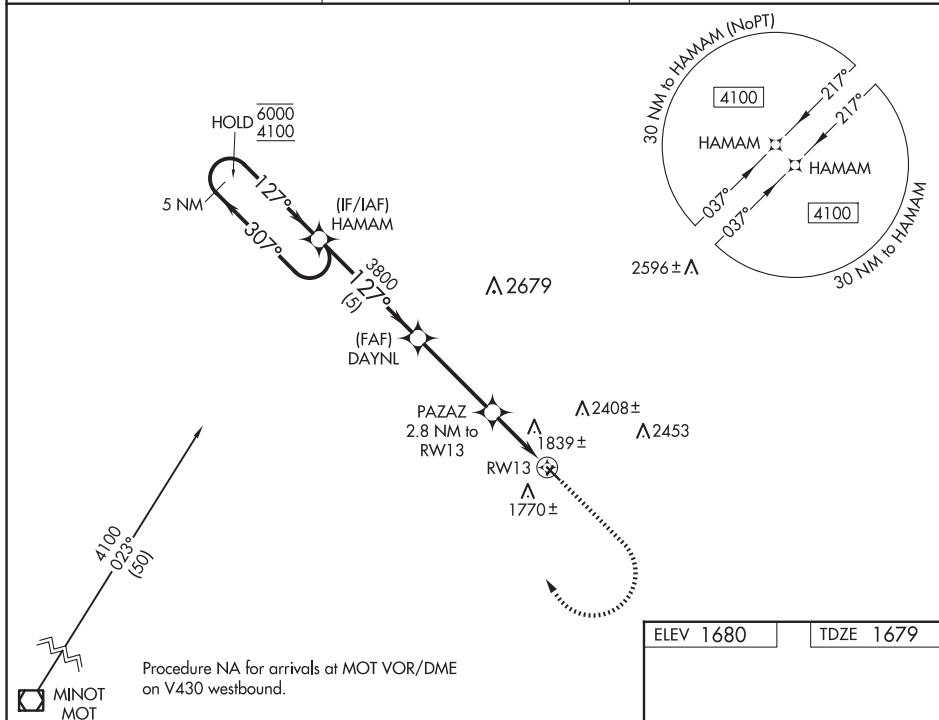
AWOS-3PT

118.25

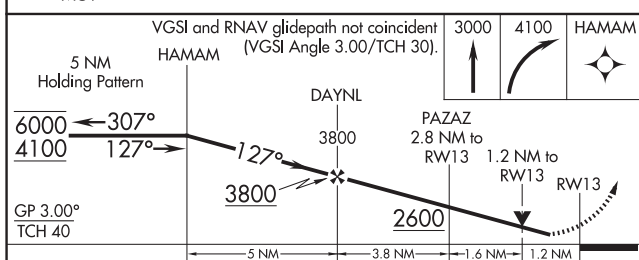
MINOT APP CON ★

119.6 363.8

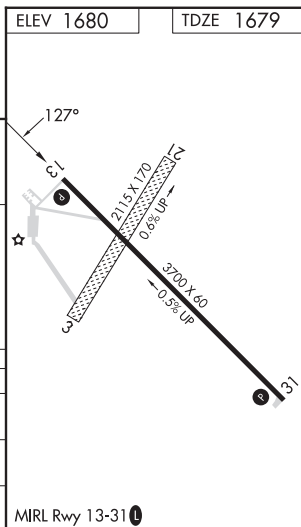
UNICOM

122.8 (CTAF) **L**

Procedure NA for arrivals at MOT VOR/DME on V430 westbound.



| CATEGORY | A                     | B                     | C  | D |
|----------|-----------------------|-----------------------|----|---|
| LPV DA   | 1929-1                | 250 (300-1)           | NA |   |
| LNAV MDA | 2100-1                | 421 (500-1)           | NA |   |
| CIRCLING | 2200-1<br>520 (600-1) | 2380-1<br>700 (700-1) | NA |   |



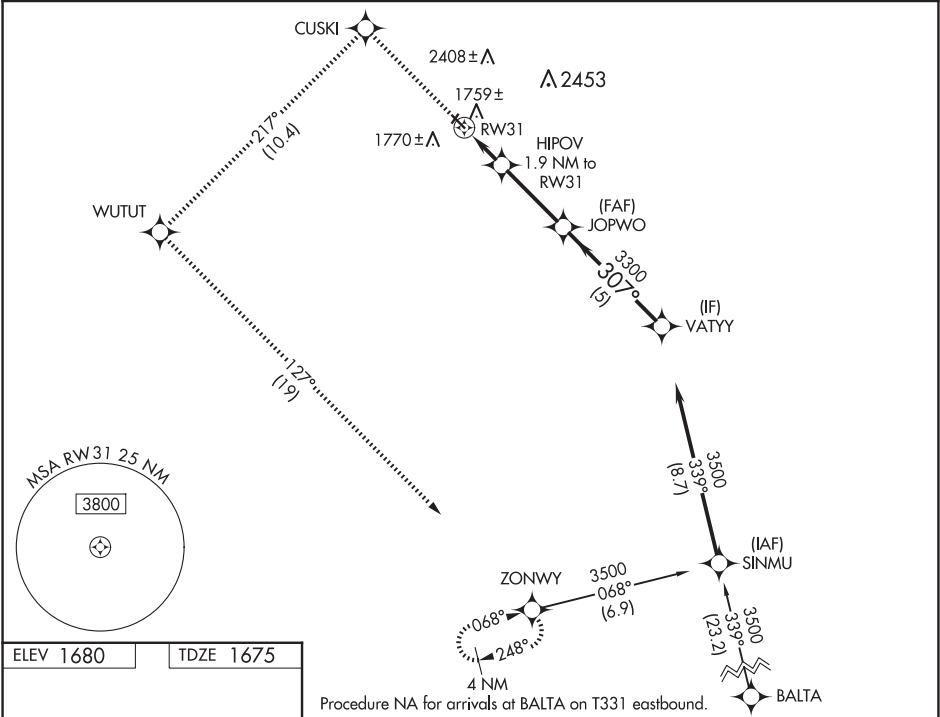
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>78217</b><br><b>W31A</b> | APP CRS<br><b>307°</b> | Rwy Idg<br>TDZE <b>1675</b><br>Apt Elev <b>1680</b> |
|--|------------------------|---|

RNAV (GPS) RWY 31

BOTTINEAU MUNI (D09)

|   |   |
|---|---|
| RNP APCH - GPS.   | MISSED APPROACH: Climb to 3900 direct CUSKI and left turn on track 217° to WUTUT and left turn on track 127° to ZONWY and hold. |
| ⚠ Circling NA to Rwy 3 and 21. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. |   |

|                           |                                      |                                 |
|---------------------------|--------------------------------------|---------------------------------|
| AWOS-3PT<br><b>118.25</b> | MINOT APP CON★<br><b>119.6 363.8</b> | UNICOM<br><b>122.8 (CTAF) 1</b> |
|---------------------------|--------------------------------------|---------------------------------|



Procedure NA for arrivals at BALTA on T331 eastbound.

|   |                       |                       |            |              |            |                    |
|---|-----------------------|-----------------------|------------|--------------|------------|--------------------|
| 3900<br>↑   | CUSKI<br>✧            | tr 217°<br>↖          | WUTUT<br>✧ | tr 127°<br>↖ | ZONWY<br>✧ | VATYY<br>          |
| VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 30). |                       |                       |            |              |            | JOPWO              |
|   |                       |                       |            |              |            | 3500               |
| 2300  |                       |                       |            |              |            | 3300               |
| 1 NM 0.9 NM 3.1 NM 5 NM   |                       |                       |            |              |            | GP 3.00°<br>TCH 40 |
| CATEGORY  | A                     | B                     | C          | D            |            |                    |
| LPV DA  | 1875-1                | 200 (200-1)           | NA         |              |            |                    |
| LNAV/<br>VNAV DA  | 1925-1                | 250 (300-1)           | NA         |              |            |                    |
| LNAV MDA  | 2020-1                | 345 (400-1)           | NA         |              |            |                    |
| CIRCLING  | 2200-1<br>520 (600-1) | 2380-1<br>700 (700-1) | NA         |              |            |                    |



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>81839</b><br><b>W13A</b> | APP CRS<br><b>133°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5701</b><br><b>2948</b><br><b>2965</b> |
|--|------------------------|-----------------------------|---|

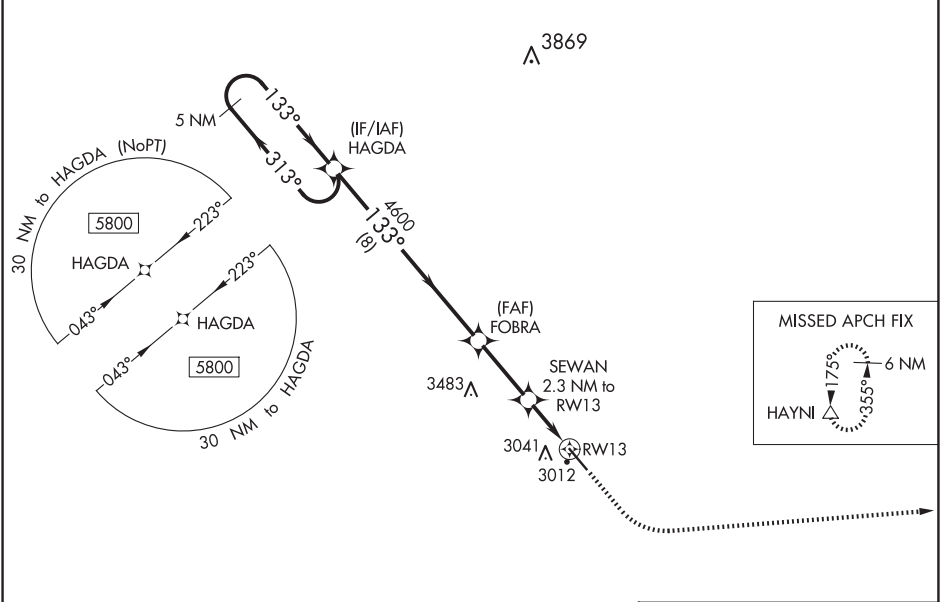
RNAV (GPS) RWY 13

BOWMAN RGNL (BWW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hettinger altimeter setting and increase all DA 102 feet, and all MDA 120 feet; increase LPV and LNAV/VNAV visibility ¼ mile all Cats, and LNAV Cat C visibility ⅜ mile. Baro-VNAV and VDP NA when using Hettinger altimeter setting.

MISSED APPROACH:  
Climb to 3400 then climbing left turn to 6000 direct HAYNI and hold.

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| AWOS-3PT<br><b>118.075</b> | SALT LAKE CITY CENTER<br><b>126.85 305.2</b> | UNICOM<br><b>122.8 (CTAF) 1</b> |
|----------------------------|--|---------------------------------|



ELEV 2965

TDZE 2948

5 NM Holding Pattern

HAGDA

5800

313°

133°

133°

4600

3700

8 NM

2.8 NM

1.4 NM

0.9 NM

RW13

31

3400

6000

HAYNI

\* LNAV only

SEWAN 2.3 NM to RW13

\* 0.9 NM to RW13

GP 3.00° TCH 40

REIL Rwy 13 and 31 1

MIRL Rwy 13-31 1

| CATEGORY      | A                     | B                     | C                       | D                     |
|---------------|-----------------------|-----------------------|-------------------------|-----------------------|
| LPV DA        |                       | 3198-1                | 250 (300-1)             |                       |
| LNAV/ VNAV DA |                       | 3198-1                | 250 (300-1)             |                       |
| LNAV MDA      |                       | 3280-1                | 332 (400-1)             |                       |
| CIRCLING      | 3380-1<br>415 (500-1) | 3420-1<br>455 (500-1) | 3580-1¾<br>615 (700-1¾) | 3580-2<br>615 (700-2) |

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>42538</b><br><b>W31A</b> | APP CRS<br><b>313°</b> | Rwy Idg <b>5701</b><br>TDZE <b>2965</b><br>Apt Elev <b>2965</b> |
|--|------------------------|---|

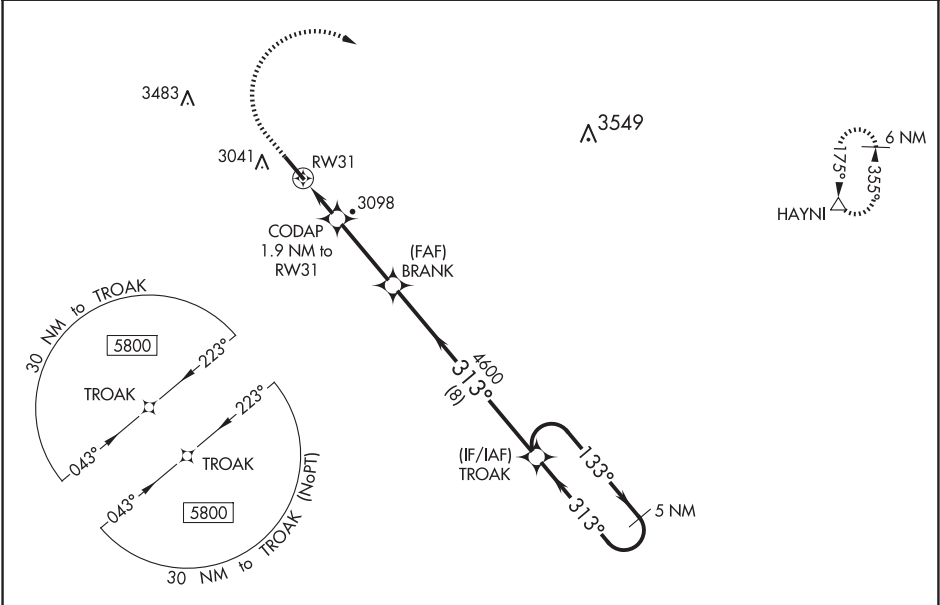
RNAV (GPS) RWY 31

BOWMAN RGNL (BWW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hettinger altimeter setting and increase all DA 102 feet, and all MDA 120 feet; increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hettinger altimeter setting.

MISSED APPROACH:  
Climb to 3500 then  
descending right turn to  
6000 direct HAYNI  
and hold.

|                            |  |                               |
|----------------------------|--|-------------------------------|
| AWOS-3PT<br><b>118.075</b> | SALT LAKE CITY CENTER<br><b>126.85 305.2</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|----------------------------|--|-------------------------------|



ELEV 2965

TDZE 2965

REIL Rwys 13 and 31  
MIRL Rwy 13-31

|              |                       |                         |                         |                               |
|--------------|-----------------------|-------------------------|-------------------------|-------------------------------|
|              | 3500                  | 6000                    | HAYNI                   |                               |
|              | ↑                     | ↪                       | △                       |                               |
| *LNAV only   |                       |                         |                         |                               |
|              | RW31                  | CODAP<br>1.9 NM to RW31 | BRANK<br>4600           | TROAK<br>5 NM Holding Pattern |
|              |                       | *1.1 NM to RW31         | *3600                   | 4600                          |
|              |                       |                         |                         | 133° → 5800<br>← 313°         |
|              |                       |                         |                         | GP 3.00°<br>TCH 40            |
|              | 1.1 NM                | 0.8 NM                  | 3.1 NM                  | 8 NM                          |
| CATEGORY     | A                     | B                       | C                       | D                             |
| LPV DA       |                       | 3215-1                  | 250 (300-1)             |                               |
| LNAV/VNAV DA |                       | 3227-1                  | 262 (300-1)             |                               |
| LNAV MDA     | 3360-1                | 395 (400-1)             | 3360-1½                 | 395 (400-1½)                  |
| CIRCLING     | 3380-1<br>415 (500-1) | 3420-1<br>455 (500-1)   | 3580-1¾<br>615 (700-1¾) | 3580-2<br>615 (700-2)         |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|                           |                        |                             |   |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-BRD<br><b>109.9</b> | APP CRS<br><b>231°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6512</b><br><b>1224</b><br><b>1232</b> |
|---------------------------|------------------------|-----------------------------|---|

# ILS or LOC RWY 23

**T** ADF required. When local altimeter setting not received, use Aitkin altimeter setting and increase all DAs 52 feet and all MDAs 60 feet. Increase S-LOC Cat C visibility to 1 SM and Circling Cat D visibility to 2¼ SM.

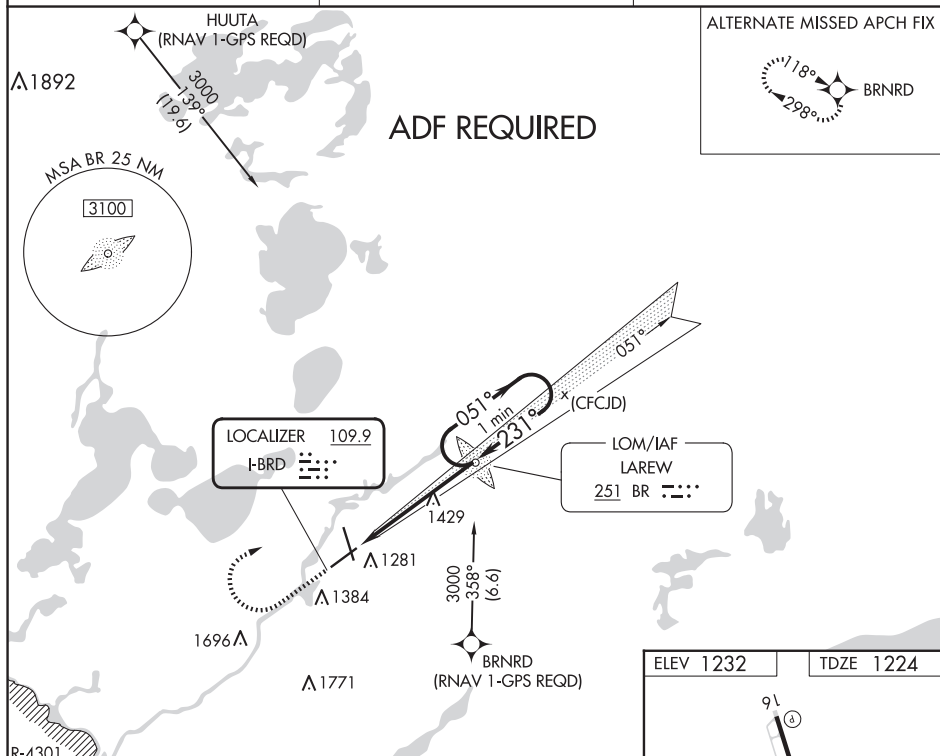
MALSR


A5

Diagram showing a person icon labeled A5 and a vertical line with horizontal bars, representing a signal or measurement.

**MISSED APPROACH:** Climb to 2100 then climbing right turn to 3000 direct LAREW LOM and hold.

|                        |   |                                |
|------------------------|---|--------------------------------|
| ASOS<br><b>126.775</b> | MINNEAPOLIS CENTER<br><b>118.05 239.0</b> | UNICOM<br><b>122.7(CTAF) 0</b> |
|------------------------|---|--------------------------------|

[illegible]

| CATEGORY   | A                  | B | C                       | D                     |
|--|--------------------|---|-------------------------|-----------------------|
| S-ILS 23   | 1424-½ 200 (200-½) |   |                         |                       |
| S-LOC 23   | 1680-½ 456 (500-½) |   | 1680-⅞<br>456 (500-⅞)   | 1680-1<br>456 (500-1) |
|  CIRCLING | 1760-1 528 (600-1) |   | 1760-1½<br>528 (600-1½) | 1860-2<br>628 (700-2) |

| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

BRAINERD, MINNESOTA

AL-5182 (FAA)

25107

|   |                        |   |
|---|------------------------|---|
| LOC/DME I- <b>LER</b><br><b>109.7</b><br>Chan <b>34</b> | APP CRS<br><b>340°</b> | Rwy Idg<br>TDZE <b>1232</b><br>Apt Elev <b>1232</b> |
|---|------------------------|---|

# ILS or LOC/DME RWY 34

BRAINERD LAKES RGNL (BRD)

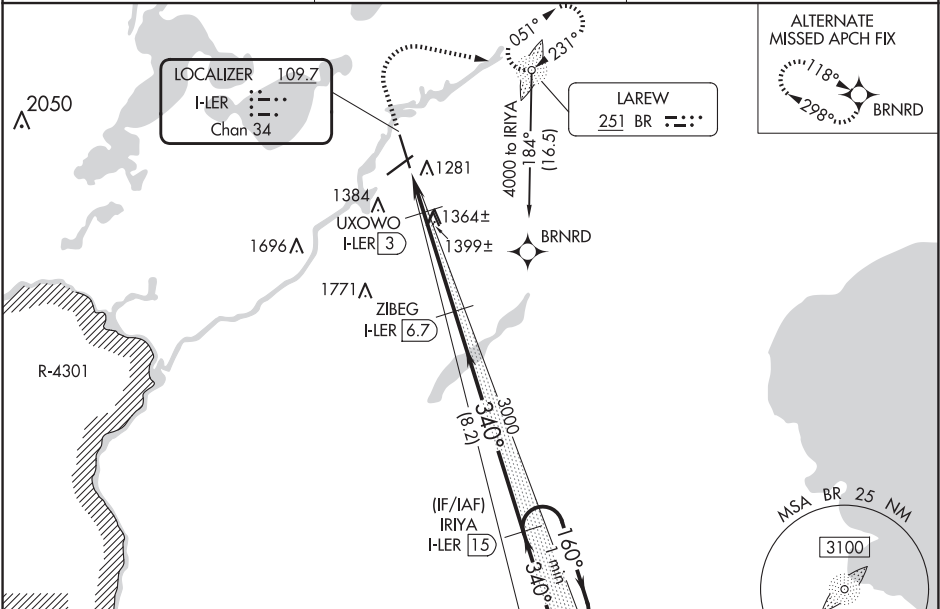
RNP APCH-GPS, from GOLLF.  
DME required. ADF required.

VDP NA with Aitkin altimeter setting. When local altimeter setting not received, use Aitkin altimeter setting: increase all DA to 1484; increase all MDAs 60 feet and visibility S-LOC 34 Cat C/D ¼ SM and visibility Circling Cat D ¼ SM.

MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 direct BR LOM, continue climb-in-hold to 4000.

|                        |   |                                |
|------------------------|---|--------------------------------|
| ASOS<br><b>126.775</b> | MINNEAPOLIS CENTER<br><b>118.05 239.0</b> | UNICOM<br><b>122.7(CTAF) 0</b> |
|------------------------|---|--------------------------------|



ELEV 1232 TDZE 1232

HIRL Rwy 5-23 and 16-34 0

REIL Rwy 5 and 16 0

91 150

6512 X 150

340°

|           |                    |                    |                         |                        |                            |
|-----------|--------------------|--------------------|-------------------------|------------------------|----------------------------|
| 1700      | 4000               | BR                 | ZIBEG I- <b>LER</b> 6.7 | IRIYA I- <b>LER</b> 15 | One Minute Holding Pattern |
| *LOC only | *I- <b>LER</b> 1.3 | *I- <b>LER</b> 2.4 | UXOWO I- <b>LER</b> 3   | 3000                   | 160° → 340° → 4000         |
|           | 1.1 NM             | 0.6                | 3.7 NM                  | 8.2 NM                 | GS 3.00° TCH 46            |
| CATEGORY  | A                  | B                  | C                       | D                      |                            |
| S-ILS 34  | 1432-½             | 200 (200-½)        |                         |                        |                            |
| S-LOC 34  | 1620-½             | 388 (400-½)        | 1620-⅝                  | 388 (400-⅝)            |                            |
| CIRCLING  | 1760-1             | 528 (600-1)        | 1760-1½                 | 1860-2                 |                            |
|           |                    |                    | 528 (600-1½)            | 628 (700-2)            |                            |

BRAINERD, MINNESOTA  
Amdt 2B 14JUL22

46°24'N-94°08'W

# ILS or LOC/DME RWY 34

NC-1, 12 JUN 2025 to 07 AUG 2025

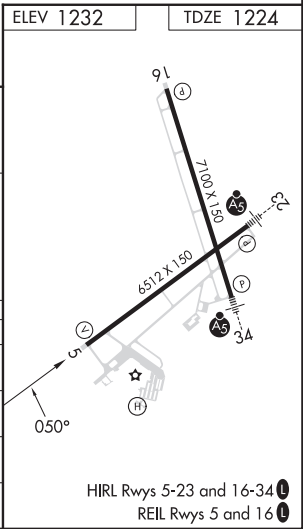
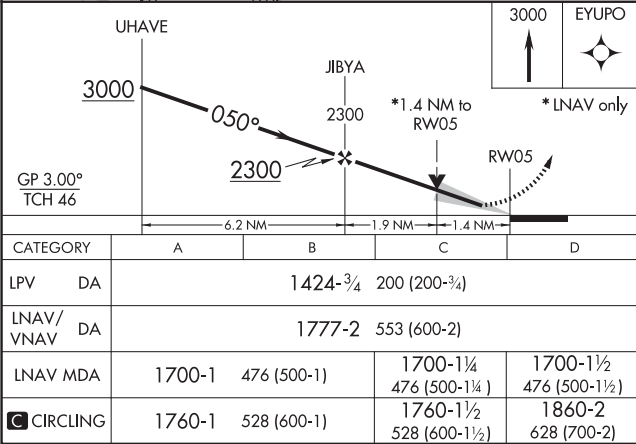
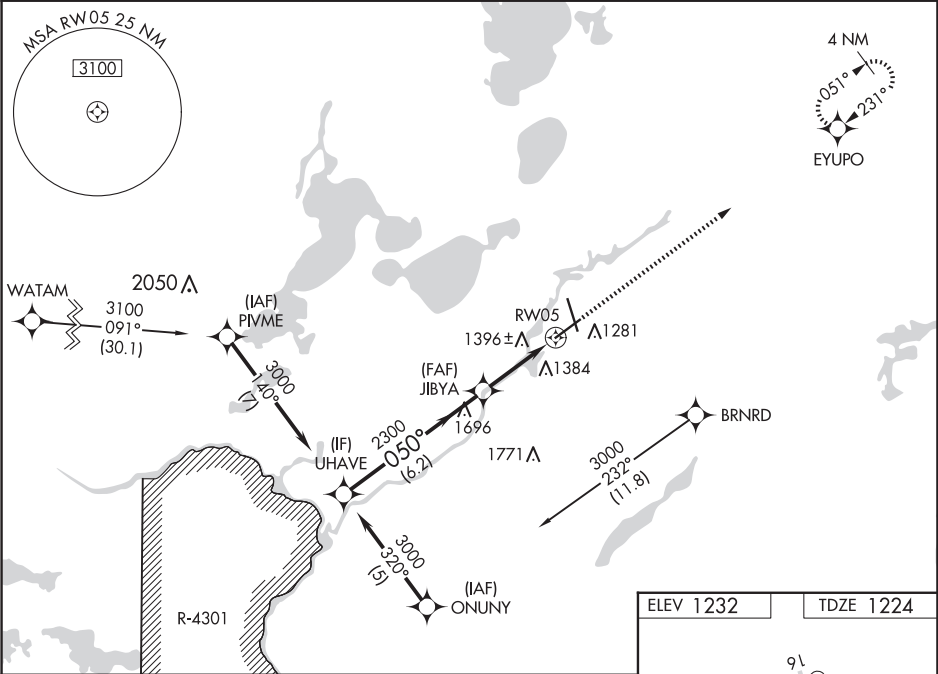
|  |                        |   |  |
|--|------------------------|---|--|
| WAAS<br>CH <b>82018</b><br><b>W05A</b> | APP CRS<br><b>050°</b> | Rwy Idg<br>TDZE <b>1224</b><br>Apt Elev <b>1232</b> | <b>RNAV (GPS) RWY 5</b><br>BRainerd Lakes RGNL (BRD) |
|--|------------------------|---|--|

⚠

Baro-VNAV NA when using Aiklin altimeter setting. DME/DME RNP-0.3 NA. Procedure NA when R-4301 is active. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Aiklin altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, and LNAV Cats C and D visibility ¼ mile. VDP NA with Aiklin altimeter setting.

MISSED APPROACH: Climb to 3000 direct EYUPO and hold.

|                        |   |                               |
|------------------------|---|-------------------------------|
| ASOS<br><b>126.775</b> | MINNEAPOLIS CENTER<br><b>118.05 239.0</b> | UNICOM<br><b>122.7 (CTAF)</b> |
|------------------------|---|-------------------------------|



BRainerd, Minnesota

AL-5182 (FAA)

25107

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82502</b><br><b>W23A</b> | APP CRS<br><b>231°</b> | Rwy Idg <b>6512</b><br>TDZE <b>1224</b><br>Apt Elev <b>1232</b> |
|--|------------------------|---|

RNAV (GPS) RWY 23

BRainerd Lakes RGNL (BRD)

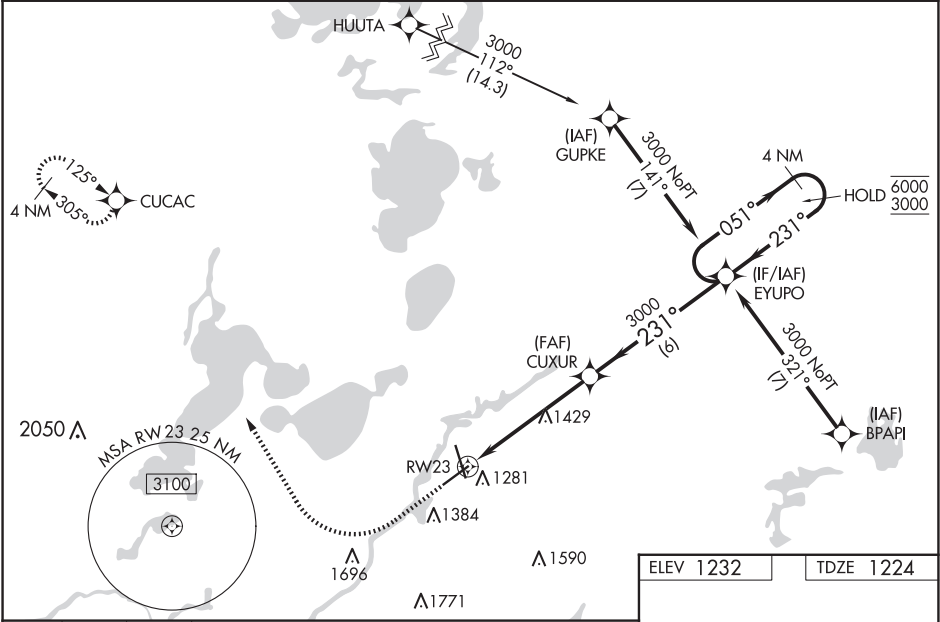
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Baro-VNAV and VDP NA when using AIT altimeter setting. When local altimeter setting not received, use AIT altimeter setting and increase LPV DA to 1476 feet; increase LNAV/VNAV DA to 1553 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D 1/8 SM, and Circling visibility Cat C/D 1/4 SM. For inop ALS when using AIT altimeter setting, increase LNAV/VNAV Cats C/D visibility to 1 3/8 SM. For inop ALS, increase LNAV/VNAV all Cats visibility 7/8 SM.

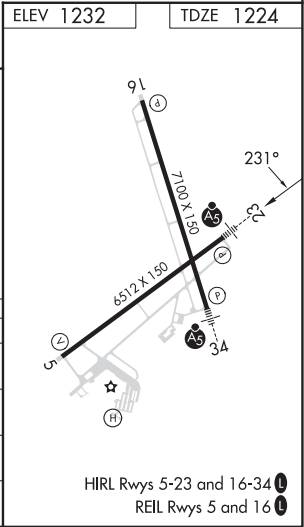
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 3300 direct CUCAV and hold.

|                        |   |                                |
|------------------------|---|--------------------------------|
| ASOS<br><b>126.775</b> | MINNEAPOLIS CENTER<br><b>118.05 239.0</b> | UNICOM<br><b>122.7(CTAF) 0</b> |
|------------------------|---|--------------------------------|



|  |  |  |                        |                    |   |
|--|--|--|------------------------|--------------------|---|
| <div><div>1800</div><div>3300</div><div>CUCAC</div></div>                              |  | <div><div>CUXUR</div><div>EYUPO</div><div>4 NM Holding Pattern</div></div>   |                        |                    |   |
| <div><div>1.3 NM to RWY23</div><div>1.3 NM</div><div>4.1 NM</div><div>6 NM</div></div> |  | <div><div>3000</div><div>231°</div><div>051°</div><div>6000</div><div>3000</div><div>GP 3.00°</div><div>TCH 50</div></div> |                        |                    |   |
| CATEGORY   |  | A  | B                      | C                  | D |
| LPV DA   |  | 1424-1/2 200 (200-1/2)   |                        |                    |   |
| LNAV/VNAV DA   |  | 1501-1/2 277 (300-1/2)   |                        |                    |   |
| LNAV MDA   |  | 1680-1/2 456 (500-1/2)   | 1680-7/8 456 (500-7/8) |                    |   |
| CIRCLING   |  | 1700-1 468 (500-1)   | 1780-1 548 (600-1 1/2) | 1860-2 628 (700-2) |   |



BRainerd, Minnesota  
Amdt 1 17APR25

46°24'N-94°08'W

BRainerd Lakes RGNL (BRD)

RNAV (GPS) RWY 23

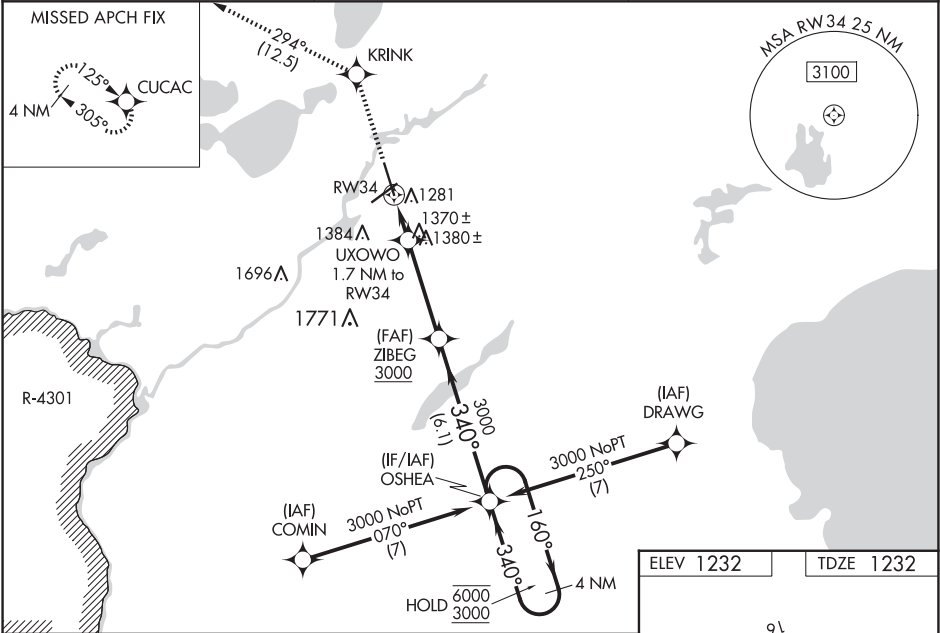
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>70711</b><br><b>W34A</b> | APP CRS<br><b>340°</b> | Rwy Idg <b>7100</b><br>TDZE <b>1232</b><br>Apt Elev <b>1232</b> |
|--|------------------------|---|

RNAV (GPS) RWY 34

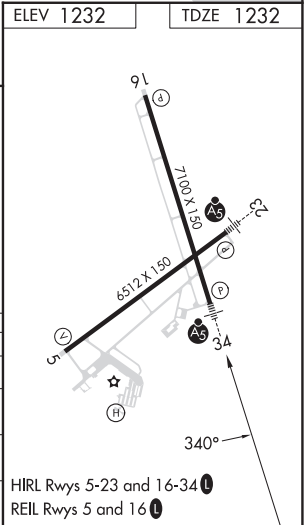
BRainerd Lakes RGNL (BRD)

|  |       |  |
|--|-------|--|
| RNP APCH - GPS.  | MALSR | MISSED APPROACH: Climb to 3300 direct KRINK and on 294° track to CUCAC and hold. |
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Baro-VNAV and VDP NA when using AIT altimeter setting. When local altimeter setting not received, use AIT altimeter setting and increase LPV DA to 1484 feet; increase LNAV/VNAV DA to 1578 feet and all visibilities ½ SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM. For inop ALS when using AIT altimeter setting, increase LNAV/VNAV all Cats visibility to 1 SM. For inop ALS increase LNAV/VNAV all Cats visibility to ¾ SM. |       |  |

|                        |   |  |
|------------------------|---|--|
| ASOS<br><b>126.775</b> | MINNEAPOLIS CENTER<br><b>118.05 239.0</b> | UNICOM<br><b>122.7</b> (CTAF) <b>L</b> |
|------------------------|---|--|



|                             |        |             |   |
|-----------------------------|--------|-------------|---|
| 3300                        | KRINK  | tr 294°     | CUCAC                                   |
| UXOWO 1.7 NM to RW34        |        |             |   |
| 1.1 NM to RW34              |        |             |   |
| RW34 1820                   |        |             |   |
| ZIBEG 3000                  |        |             |   |
| OSHEA 3400                  |        |             |   |
| 4 NM Holding Pattern        |        |             |   |
| GP 3.00° TCH 47             |        |             |   |
| 1.1 NM 0.6 NM 3.7 NM 6.1 NM |        |             |   |
| CATEGORY                    | A      | B           | C                                       |
| LPV DA                      | 1432-½ |             | 200 (200-½)                             |
| LNAV/VNAV DA                | 1526-½ |             | 294 (300-½)                             |
| LNAV MDA                    | 1620-½ | 388 (400-½) | 1620-⅝ 388 (400-⅝)                      |
| CIRCLING                    | 1760-1 | 528 (600-1) | 1760-1½ 528 (600-1½) 1840-2 608 (700-2) |

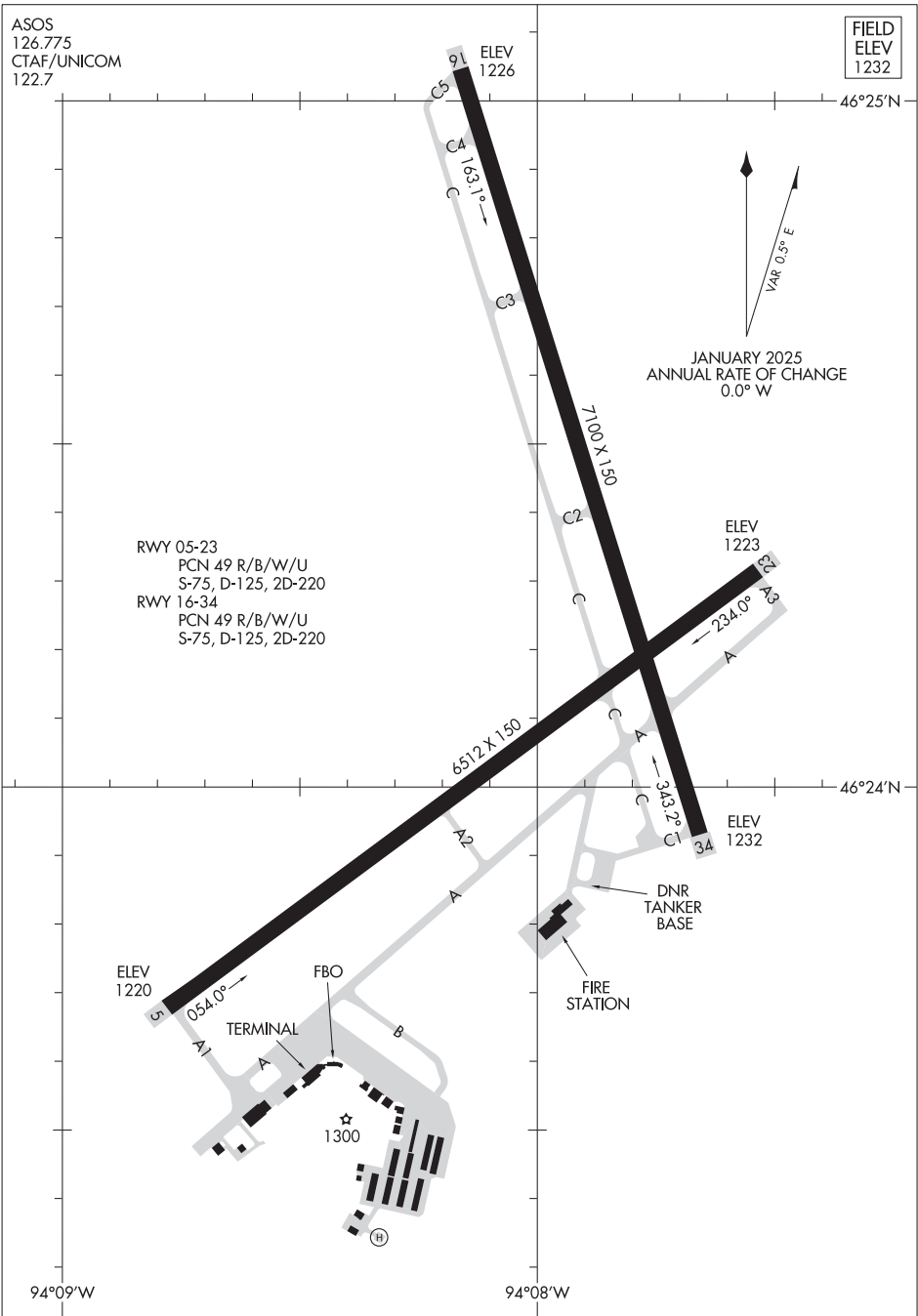


ASOS  
126.775  
CTAF/UNICOM  
122.7

FIELD  
ELEV  
1232

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025





APP CRS  
**131°**

Rwy Idg  
**4210**

TDZE  
**1316**

Apt Elev  
**1318**

RNAV (GPS) RWY 13

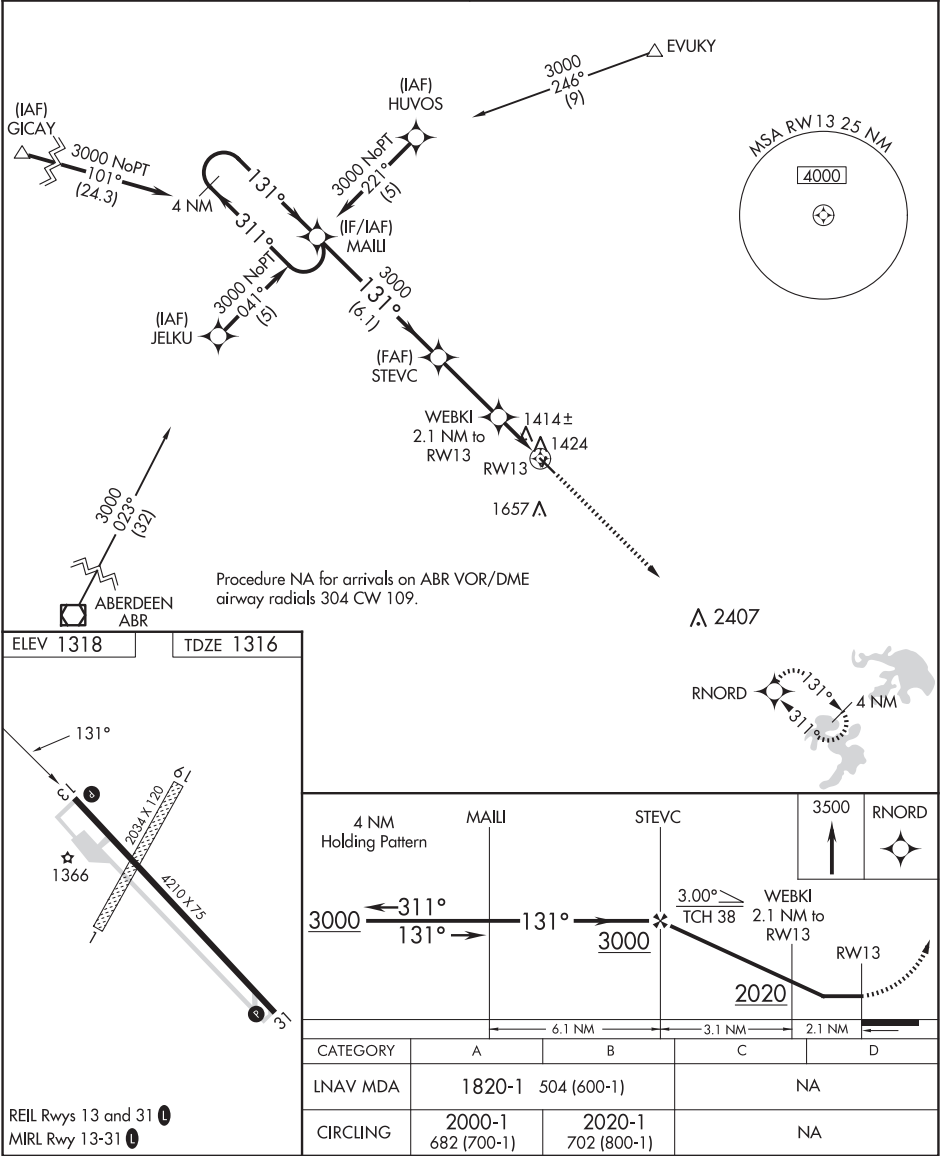
BRITTON MUNI (BTN)

RNP APCH-GPS

When local altimeter setting not received, use Aberdeen altimeter setting and increase all MDAs 100 feet. Circling NA to Rwys 1 and 19. Rwy 13 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3500 direct RNORD and hold.

|                           |                            |  |                       |                                  |
|---------------------------|----------------------------|--|-----------------------|----------------------------------|
| AWOS-3P<br><b>118.275</b> | ABR ASOS<br><b>125.875</b> | MINNEAPOLIS CENTER<br><b>120.6 371.9</b> | GCO<br><b>121.725</b> | AUNICOM<br><b>122.8 (CTAF) 1</b> |
|---------------------------|----------------------------|--|-----------------------|----------------------------------|



BRITTON, SOUTH DAKOTA

AL-6679 (FAA)

22363

|                        |                         |
|------------------------|-------------------------|
| APP CRS<br><b>311°</b> | Rwy Idg<br><b>4210</b>  |
| TDZE<br><b>1318</b>    | Apt Elev<br><b>1318</b> |

# RNAV (GPS) RWY 31

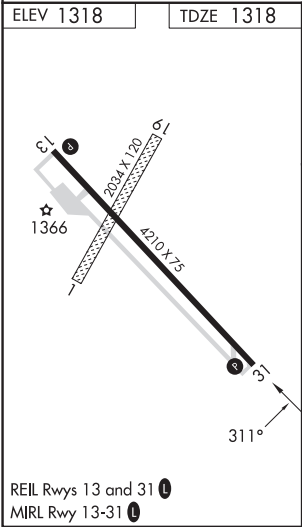
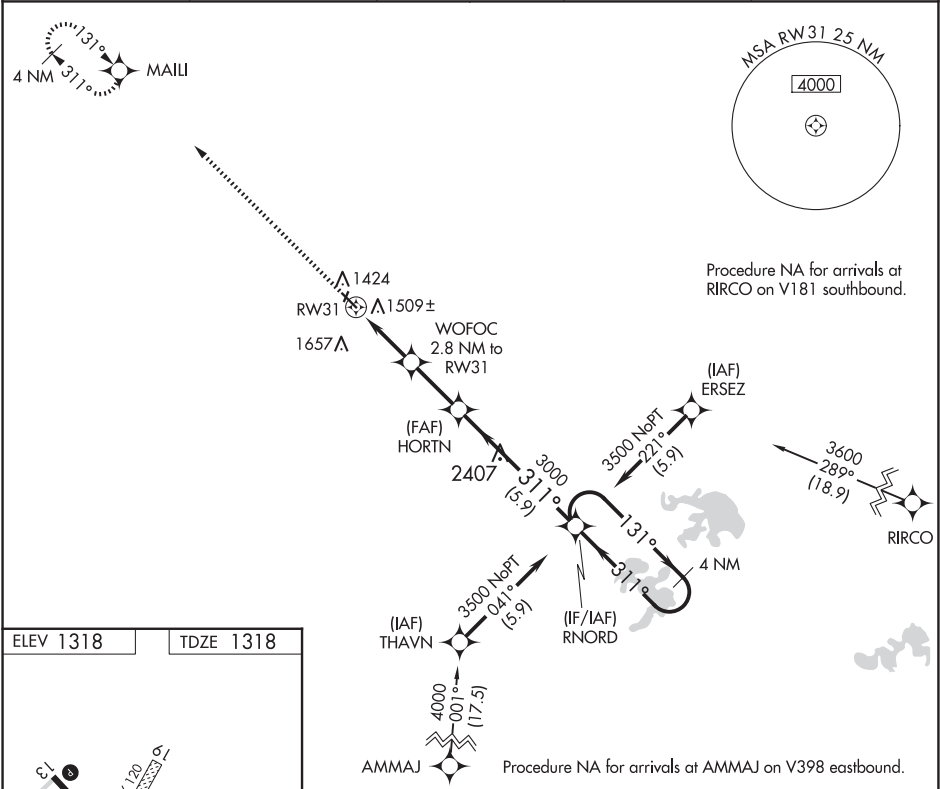
BRITTON MUNI (BTN)

RNP APCH-GPS.

**⚠** When local altimeter setting not received, use Aberdeen altimeter setting and increase all MDAs 100 feet. Circling NA to Rwys 1 and 19. Rwy 13 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct MAILI and hold.

|                           |                            |  |                       |                                  |
|---------------------------|----------------------------|--|-----------------------|----------------------------------|
| AWOS-3P<br><b>118.275</b> | ABR ASOS<br><b>125.875</b> | MINNEAPOLIS CENTER<br><b>120.6 371.9</b> | GCO<br><b>121.725</b> | AUNICOM<br><b>122.8 (CTAF) 0</b> |
|---------------------------|----------------------------|--|-----------------------|----------------------------------|



|          |                       |                         |       |       |                      |
|----------|-----------------------|-------------------------|-------|-------|----------------------|
| 3000     | MAILI                 | WOFOC<br>2.8 NM to RW31 | HORTN | RNORD | 4 NM Holding Pattern |
|          |                       |                         |       |       |                      |
| CATEGORY | A                     | B                       | C     | D     |                      |
| LNAV MDA | 1860-1                | 542 (600-1)             | NA    |       |                      |
| CIRCLING | 2000-1<br>682 (700-1) | 2020-1<br>702 (800-1)   | NA    |       |                      |

BRITTON, SOUTH DAKOTA  
Amdt 1C 08SEP22



45°49'N-97°45'W

# RNAV (GPS) RWY 31

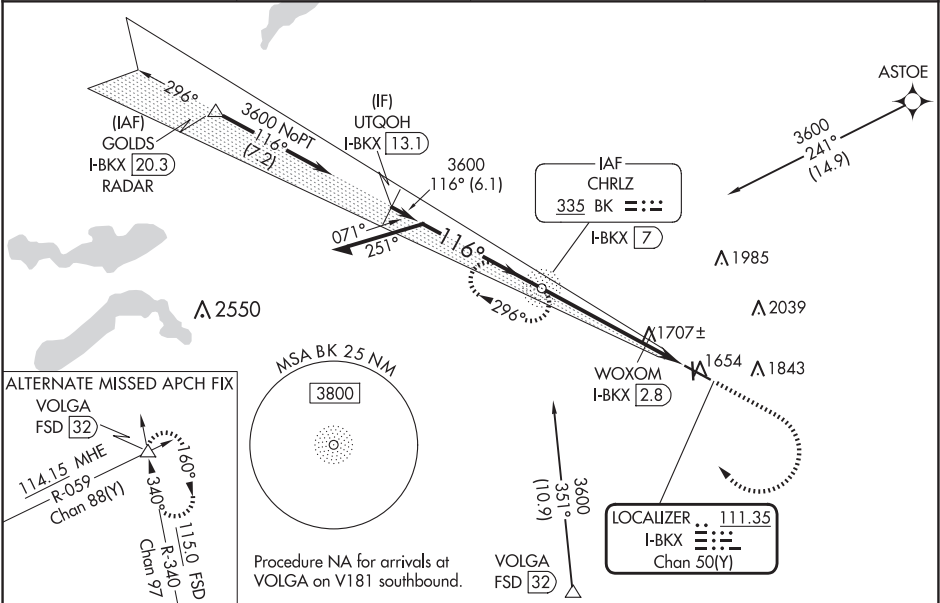
NC-1, 12 JUN 2025 to 07 AUG 2025

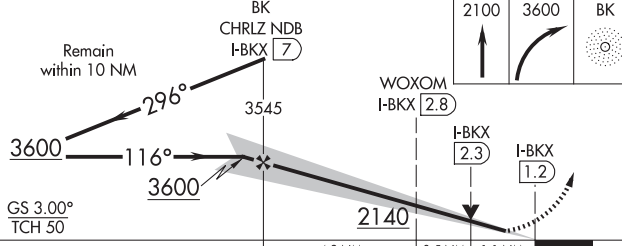






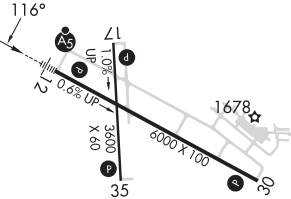
NC-1, 12 JUN 2025 to 07 AUG 2025

|   |                        |   |   |
|---|------------------------|---|---|
| LOC/DME I-BKX<br><b>111.35</b><br>Chan <b>50(Y)</b> | APP CRS<br><b>116°</b> | Rwy Idg <b>6000</b><br>TDZE <b>1621</b><br>Apt Elev <b>1648</b> | ILS or LOC RWY 12<br>BROOKINGS RGNL (BKX) |
|---|------------------------|---|---|

|   |  |   |
|---|--|---|
| DME required. ADF required. From ASTOE: RNAV 1-GPS required.  | MALSR<br> | MISSED APPROACH: Climb to 2100 then climbing right turn to 3600 direct BK NDB and hold, continue climb-in hold to 3600. |
|  Circling Rwy 17 NA at night. VDP NA when using Pipestone Muni altimeter setting. For inop ALS, increase S-LOC 12 Cats C/D visibility to 1 3/8 SM. For inop ALS when using WOXOM fix minimums, increase S-LOC 12 Cat C/D visibility to 1 SM. |  |   |

|                            |   |                       |   |
|----------------------------|---|-----------------------|---|
| AWOS-3PT<br><b>119.925</b> | MINNEAPOLIS CENTER<br><b>132.05 317.4</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.0 (CTAF)</b>  |
|----------------------------|---|-----------------------|---|



|  |                        |                       |                       |                               |   |
|--|------------------------|-----------------------|-----------------------|-------------------------------|---|
|   |                        |                       |                       | ELEV 1648                     |  TDZE 1621 |
| CATEGORY   | A                      | B                     | C                     | D                             |   |
| S-ILS 12   | 1821-1/2 200 (200-1/2) |                       |                       |                               |   |
| S-LOC 12   | 2140-1/2               | 519 (500-1/2)         | 2140-1                | 519 (500-1)                   |   |
|  CIRCLING   | 2140-1<br>492 (500-1)  | 2160-1<br>512 (600-1) | 2340-2<br>692 (700-2) | 2340-2 1/4<br>692 (700-2 1/4) |   |
| WOXOM FIX MINIMUMS   |                        |                       |                       |                               |   |
| S-LOC 12   | 2000-1/2               | 379 (400-1/2)         | 2000-5/8              | 379 (400-5/8)                 |   |
|  CIRCLING   | 2140-1<br>492 (500-1)  | 2160-1<br>512 (600-1) | 2340-2<br>692 (700-2) | 2340-2 1/4<br>692 (700-2 1/4) |   |
| HIRL Rwy 12-30 <br>MIRL Rwy 17-35 <br>REIL Rws 17, 30, and 35 <br>FAF to MAP 5.9 NM |                        |                       |                       |                               |   |
|   |                        |                       |                       |                               |   |
| Knots  |                        |                       |                       |                               | 60 90 120 150 180   |
| Min:Sec  |                        |                       |                       |                               | 5:54 3:56 2:57 2:22 1:58  |

BROOKINGS, SOUTH DAKOTA

AL-969 (FAA)

22363

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>73036</b><br><b>W12A</b> | APP CRS<br><b>115°</b> | Rwy Idg<br>TDZE <b>1621</b><br>Apt Elev <b>1648</b> |
|--|------------------------|---|

RNAV (GPS) RWY 12

BROOKINGS RGNL (BKK)

▼

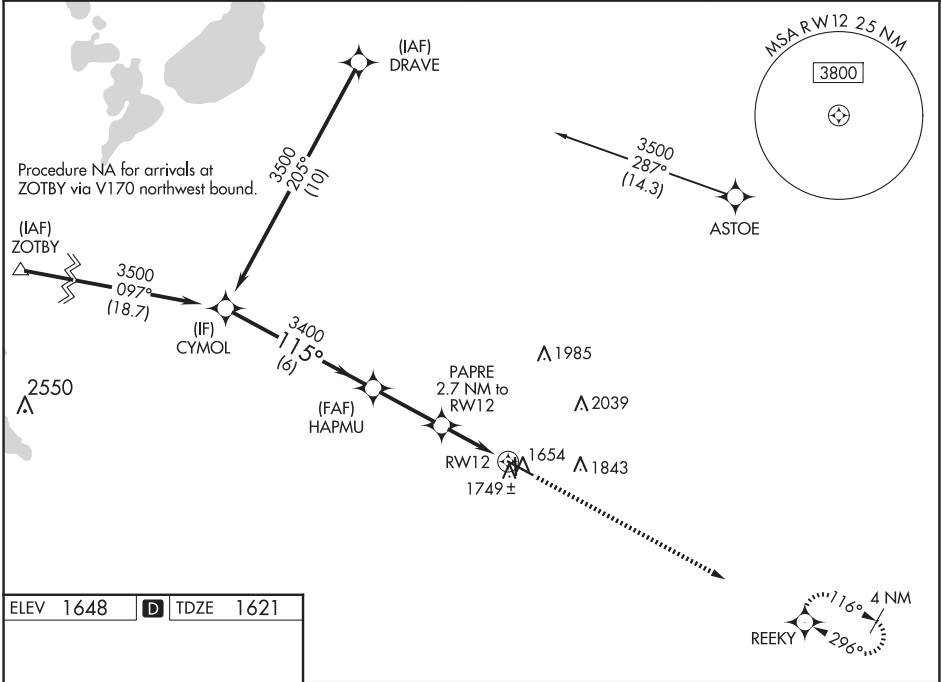
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pipestone altimeter setting and increase all DA 81 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ¼ mile; LNAV Cats C and D visibility ⅜ mile; Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Pipestone altimeter setting. Night landing Rwy 17 NA.

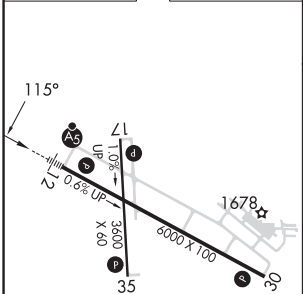
MALSR

MISSED APPROACH:  
Climb to 3500 direct REEKY and hold.

|                            |   |                       |                               |
|----------------------------|---|-----------------------|-------------------------------|
| AWOS-3PT<br><b>119.925</b> | MINNEAPOLIS CENTER<br><b>132.05 317.4</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.0</b> (CTAF) |
|----------------------------|---|-----------------------|-------------------------------|



|           |          |           |
|-----------|----------|-----------|
| ELEV 1648 | <b>D</b> | TDZE 1621 |
|-----------|----------|-----------|



|              |                    |                    |                      |                      |
|--------------|--------------------|--------------------|----------------------|----------------------|
|              | CYMOL              | HAPMU              | PAPRE 2.7 NM to RW12 | RW12                 |
|              | 3500               | 3400               | *2500                |                      |
|              | GP 3.00° TCH 50    |                    | *1.1 NM to RW12      |                      |
|              | 6 NM               | 2.8 NM             | 1.6 NM               | 1.1 NM               |
| CATEGORY     | A                  | B                  | C                    | D                    |
| LPV DA       | 1821-½ 200 (200-½) |                    |                      |                      |
| LNAV/VNAV DA | 1948-⅝ 327 (300-⅝) |                    |                      |                      |
| LNAV MDA     | 2000-½ 379 (400-½) |                    | 2000-⅝ 379 (400-⅝)   |                      |
| CIRCLING     | 2140-1 492 (500-1) | 2160-1 512 (600-1) | 2340-2 692 (700-2)   | 2340-2¼ 692 (700-2¼) |

HIRL Rwy 12-30

MIRL Rwy 17-35

REIL Rwy 17, 30 and 35

BROOKINGS, SOUTH DAKOTA

Amdt 1A 20AUG15

44°18'N-96°49'W

BROOKINGS RGNL (BKK)

RNAV (GPS) RWY 12

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82736</b><br><b>W30A</b> | APP CRS<br><b>296°</b> | Rwy Idg <b>6000</b><br>TDZE <b>1637</b><br>Apt Elev <b>1648</b> |
|--|------------------------|---|

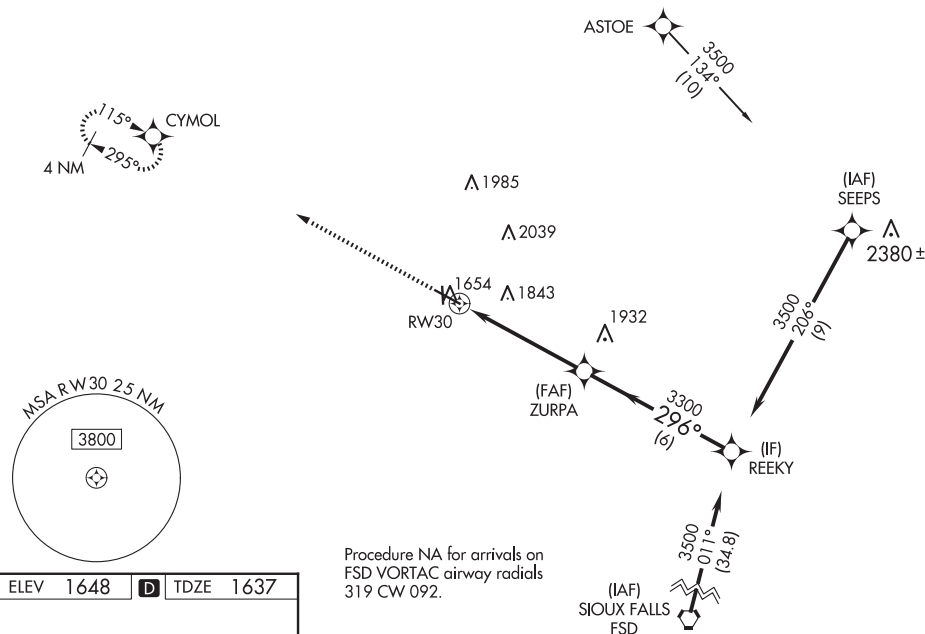
RNAV (GPS) RWY 30  
BROOKINGS RGNL (BKK)

RNP APCH.

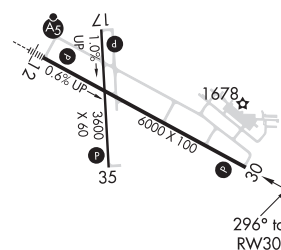
- T** Circling Rwy 17 NA at night. For uncompensated Baro-VNAV  
**A** systems, LNAV/VNAV NA below -18°C or above 54°C.  
Rwy 30 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 3500 direct CYMOL and hold.

|                            |   |                       |  |
|----------------------------|---|-----------------------|--|
| AWOS-3PT<br><b>119.925</b> | MINNEAPOLIS CENTER<br><b>132.05 317.4</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.0</b> (CTAF) <b>0</b> |
|----------------------------|---|-----------------------|--|



|      |      |          |      |      |
|------|------|----------|------|------|
| ELEV | 1648 | <b>D</b> | TDZE | 1637 |
|------|------|----------|------|------|



HIRL Rwy 12-30 **L**  
MIRL Rwy 17-35 **L**  
REIL Rwy 17, 30 and 35 **L**

| CATEGORY          | A                     | B                     | C                     | D                       |
|-------------------|-----------------------|-----------------------|-----------------------|-------------------------|
| LPV DA            | 1887-1 250 (300-1)    |                       |                       |                         |
| LNAV/VNAV         | 1968-1½ 331 (400-1½)  |                       |                       |                         |
| LNAV MDA          | 2080-1 443 (500-1)    |                       | 2080-1¾ 443 (500-1¾)  |                         |
| <b>C</b> CIRCLING | 2140-1<br>492 (500-1) | 2160-1<br>512 (600-1) | 2340-2<br>692 (700-2) | 2340-2¼<br>692 (700-2¼) |

## RNAV (GPS) RWY 30

AWOS-3PT  
119.925  
CTAF/UNICOM  
123.000  
GCO  
121.725

D

FIELD  
ELEV  
1648

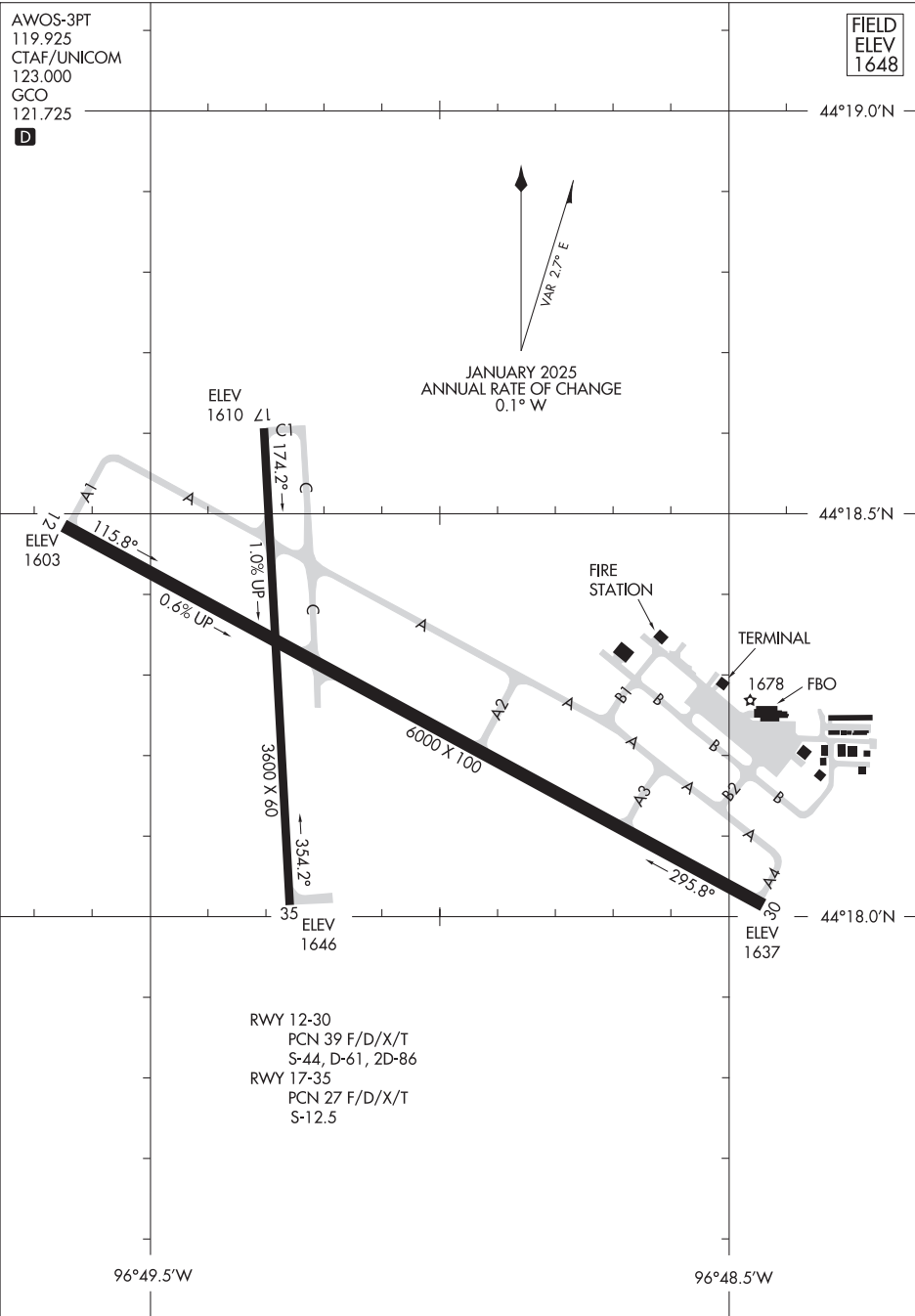
44°19.0'N

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.1° W



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



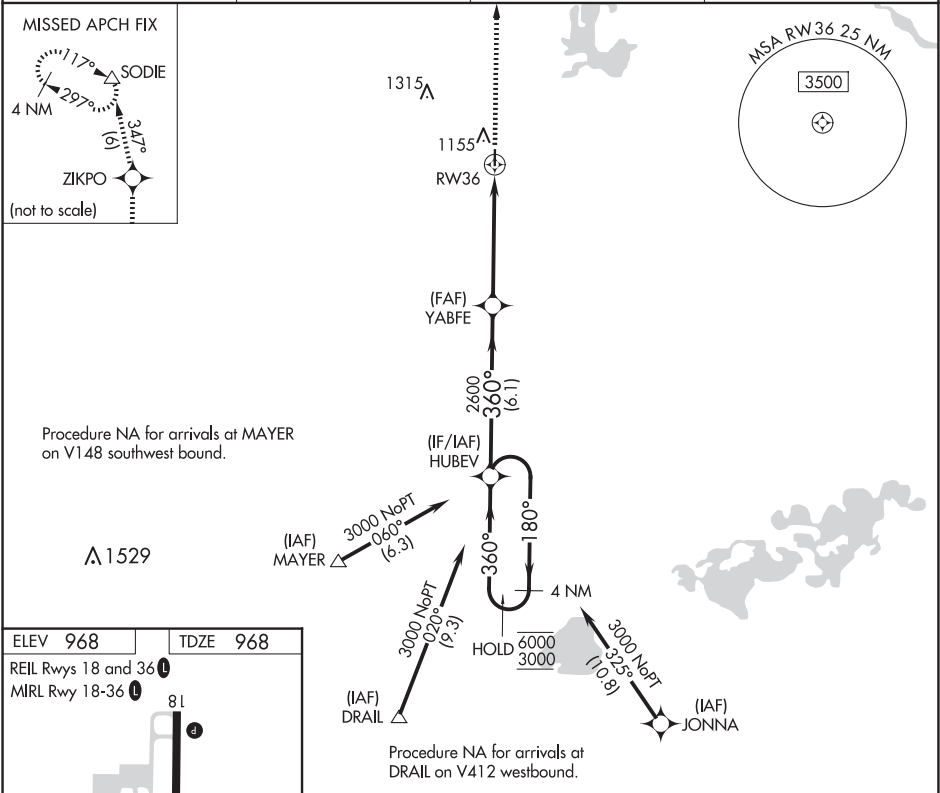
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3200 |
| 360°    | TDZE     | 968  |
|         | Apt Elev | 968  |

RNAV (GPS) RWY 36

BUFFALO MUNI (CFE)


|   |  |
|---|--|
| RNP APCH - GPS.   | MISSED APPROACH: Climb to 3400 direct ZIKPO and on track 347° to SODIE and hold. |
| <div><div></div><div></div></div> Rwy 36 helicopter visibility reduction below ¾ SM NA. |  |

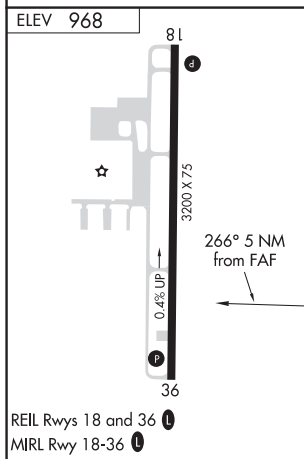
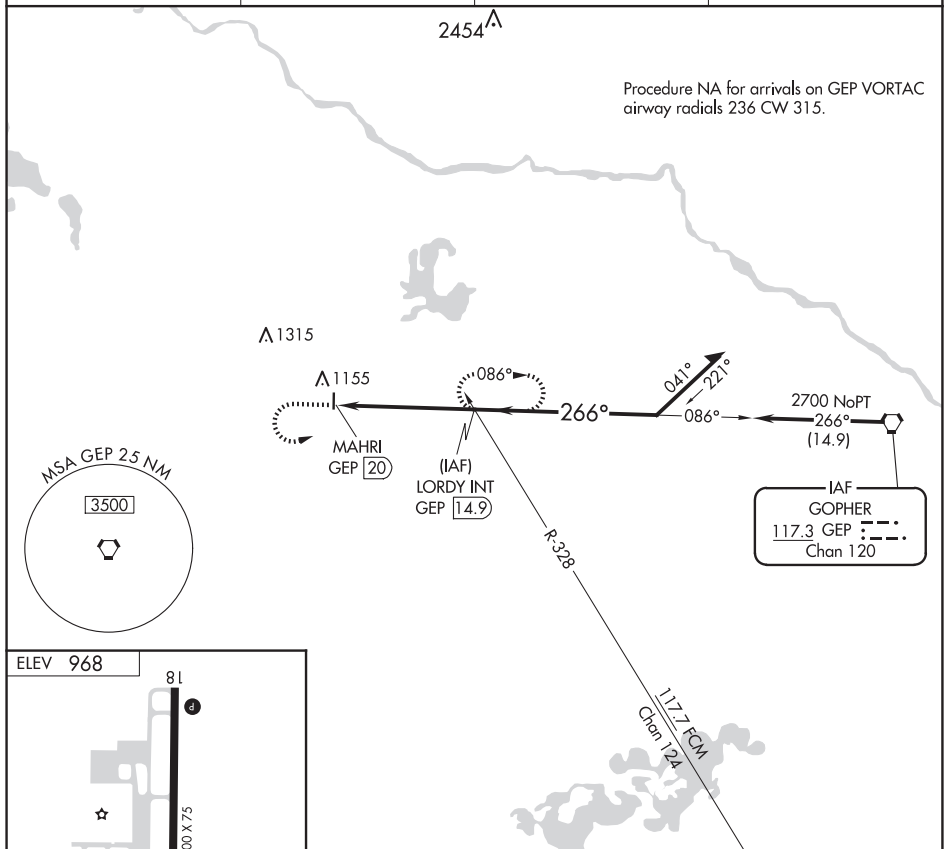
|                    |                                     |                |                                    |
|--------------------|-------------------------------------|----------------|------------------------------------|
| AWOS-3PT<br>120.45 | MINNEAPOLIS APP CON<br>126.5 335.65 | GCO<br>121.725 | UNICOM<br>122.8 (CTAF) <div></div> |
|--------------------|-------------------------------------|----------------|------------------------------------|



|   |                        |                             |  |
|---|------------------------|-----------------------------|--|
| VORTAC GEP<br><b>117.3</b><br>Chan <b>120</b> | APP CRS<br><b>266°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>968</b> |
|---|------------------------|-----------------------------|--|

VOR-A  
BUFFALO MUNI (CFE)

|   |  |  |                       |  |  |
|---|--|--|-----------------------|--|--|
|  | When local altimeter setting not received, use Maple Lake altimeter setting. When VGSI inoperative, procedure NA at night. |  |                       | MISSED APPROACH: Climb to 2200 then climbing left turn to 3600 via GEP VORTAC R-266 to LORDY INT/GEP VORTAC 14.9 DME and hold. |  |
|   | AWOS-3PT<br><b>120.45</b>  | MINNEAPOLIS APP CON<br><b>126.5 335.65</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF) 0</b>  |  |



|   |                    |  |                         |    |   |
|---|--------------------|--|-------------------------|----|---|
| <p>2200 ↑</p> <p>3600<br/>GEP<br/>R-266</p> <p>LORDY INT</p> <p>LORDY INT<br/>GEP<br/>14.9</p> <p>Remain within 10 NM</p> <p>086°</p> <p>2700</p> <p>266°</p> <p>2700</p> <p>MAHRI<br/>GEP<br/>20</p> <p>5 NM</p> |                    |  |                         |    |   |
| CATEGORY  | A                  |  | B                       | C  | D |
| <b>C</b> CIRCLING   | 1580-1 612 (700-1) |  | 1580-1¾<br>612 (700-1¾) | NA |   |

BUFFALO, MINNESOTA  
Orig-A 23APR20

BUFFALO MUNI (CFE)  
VOR-A

45°10'N-93°51'W

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

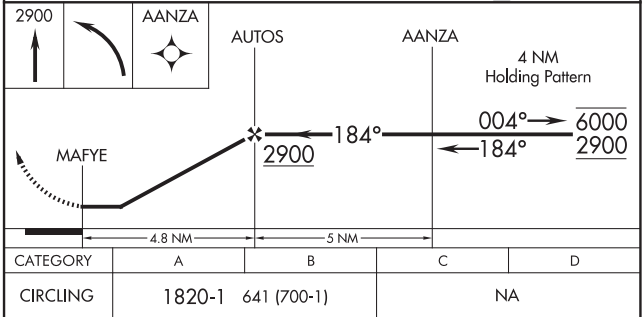
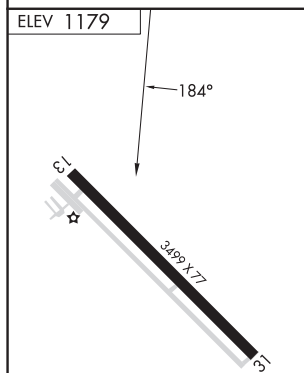
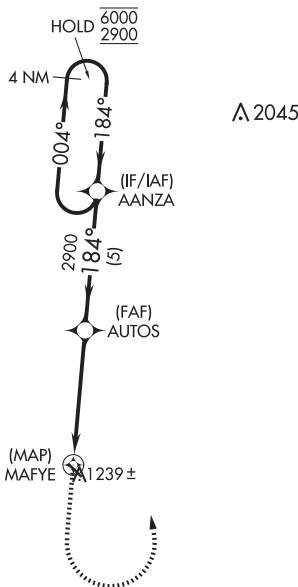
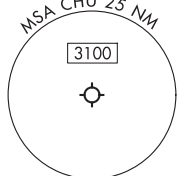


|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>184°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>1179</b> |
|------------------------|-----------------------------|---|

# RNAV (GPS)-B HOUSTON COUNTY (CHU)

|  |  |   |
|--|--|---|
| RNP APCH - GPS.  |  | <p>MISSED APPROACH: Climb to 2900 then left turn direct AANZA and hold.</p> |
| <p><b>▼</b> Procedure NA at night. Rwy 13 and 31 helicopter visibility reduction below 1 SM NA. Use La Crosse Rgnl altimeter setting.</p> <p><b>▲</b> NA</p> |  |   |

|                           |  |                        |
|---------------------------|--|------------------------|
| LSE ASOS<br><b>124.95</b> | MINNEAPOLIS CENTER<br><b>128.6 363.0</b> | CTAF<br><b>122.9 0</b> |
|---------------------------|--|------------------------|



CALEDONIA, MINNESOTA

AL-6374 (FAA)

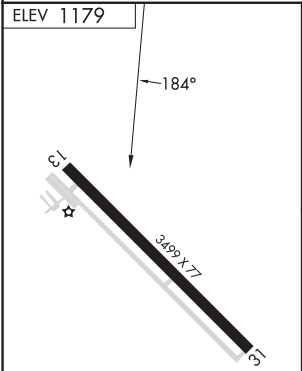
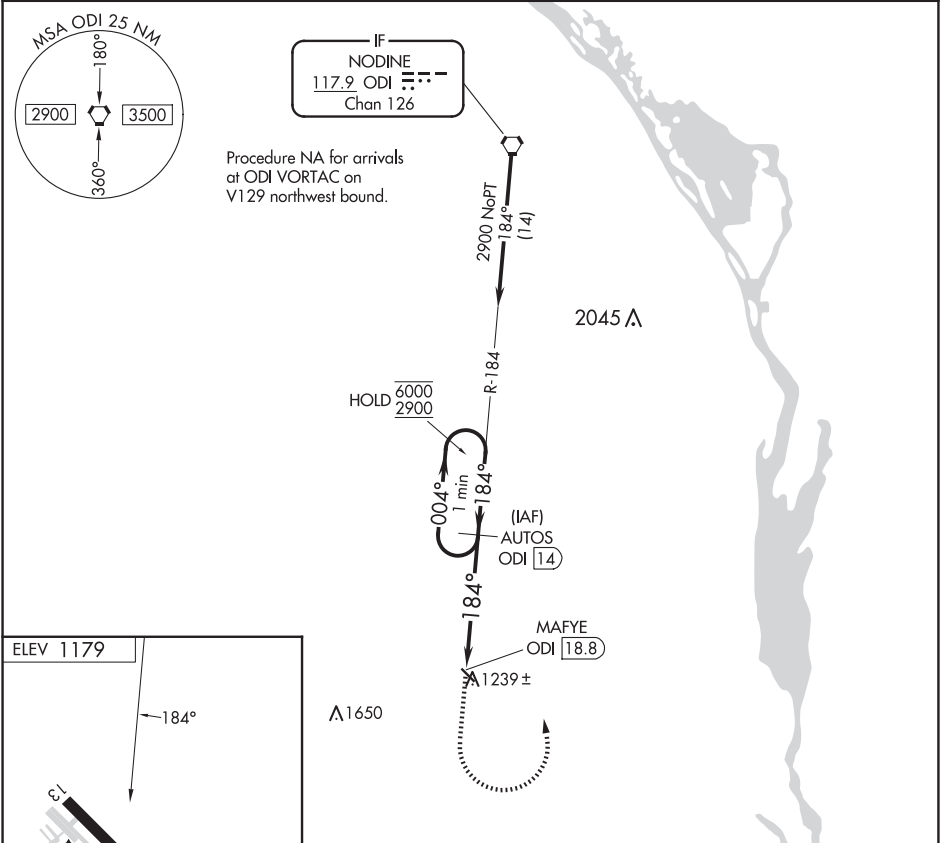
23166

|   |                        |   |   |
|---|------------------------|---|---|
| VORTAC ODI<br><b>117.9</b><br>Chan <b>126</b> | APP CRS<br><b>184°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>1179</b> | <b>N/A</b><br><b>N/A</b><br><b>1179</b> |
|---|------------------------|---|---|

**VOR-A**  
HOUSTON COUNTY (CHU)

|                            |   |  |
|----------------------------|---|--|
| DME required.<br>▼<br>▲ NA | Use La Crosse Rgnl altimeter setting.<br>Procedure NA at night. | MISSED APPROACH: Climb to 2900 then left turn on ODI<br>VORTAC R-184 to AUTOS/ODI 14 DME and hold. |
|----------------------------|---|--|

|                           |  |                        |
|---------------------------|--|------------------------|
| LSE ASOS<br><b>124.95</b> | MINNEAPOLIS CENTER<br><b>128.6 363.0</b> | CTAF<br><b>122.9 0</b> |
|---------------------------|--|------------------------|



|                |                 |                 |                               |
|----------------|-----------------|-----------------|-------------------------------|
| 2900<br>↑      | AUTOS<br>ODI 14 | AUTOS<br>ODI 14 | One Minute<br>Holding Pattern |
| MAFYE ODI 18.8 |                 |                 |                               |
| 4.8 NM         |                 |                 |                               |
| CATEGORY       | A               | B               | C D                           |
| CIRCLING       | 1820-1          | 641 (700-1)     | NA                            |

MIRL Rwy 13-31 0

CALEDONIA, MINNESOTA  
Amdt 4 15JUN23

43°36'N-91°30'W

HOUSTON COUNTY (CHU)  
**VOR-A**

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

APP CRS  
**161°**

Rwy Idg  
TDZE  
Apt Elev

**4001**  
**945**  
**945**

**RNAV (GPS) RWY 16**  
CAMBRIDGE MUNI (CBG)

RNP APCH.

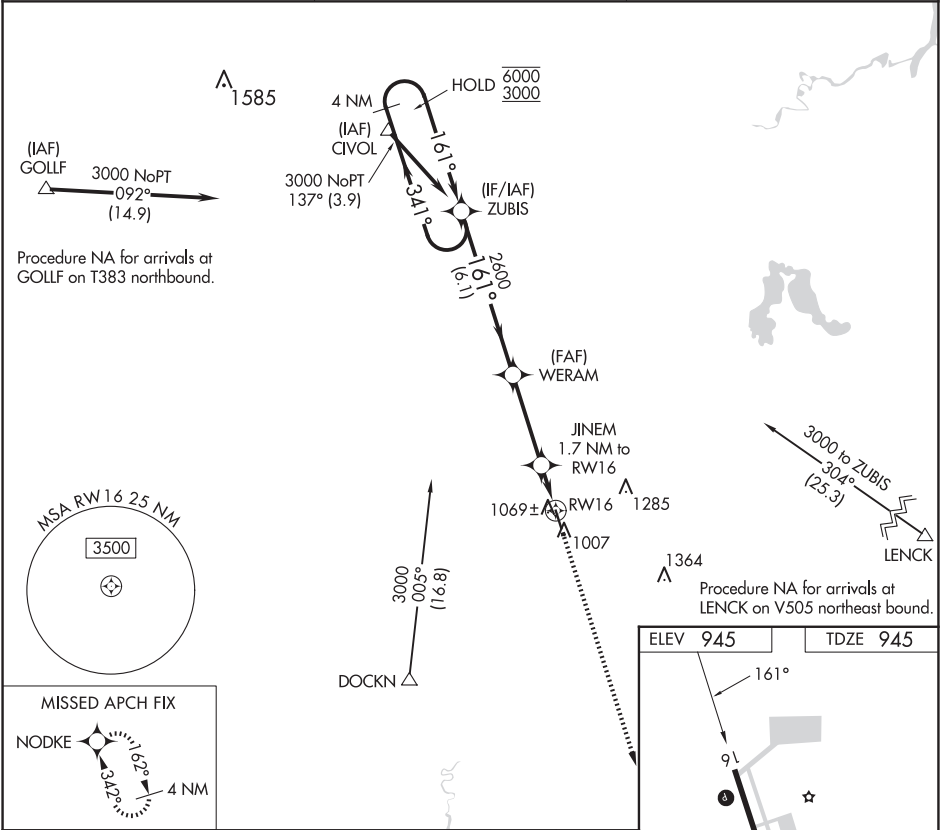
▽

▲

Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct NODKE and hold.

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>121.125</b> | MINNEAPOLIS CENTER<br><b>121.05 235.775</b> | UNICOM<br><b>122.8 (CTAF) 1</b> |
|--------------------------|---|---------------------------------|



4 NM Holding Pattern

ZUBIS

WERAM

JINEM 1.7 NM to RW16

1.1 NM to RW16

3000

NODKE

6000

3000

341°

161°

161°

341°

2600

1520

6.1 NM

3.4 NM

0.6

1.1

|          |        |             |    |    |
|----------|--------|-------------|----|----|
| CATEGORY | A      | B           | C  | D  |
| LNAV MDA | 1320-1 | 375 (400-1) | NA | NA |

ELEV 945

TDZE 945

161°

9L

400 x 75

34

REIL Rwy 34 1

MIRL Rwy 16-34 1

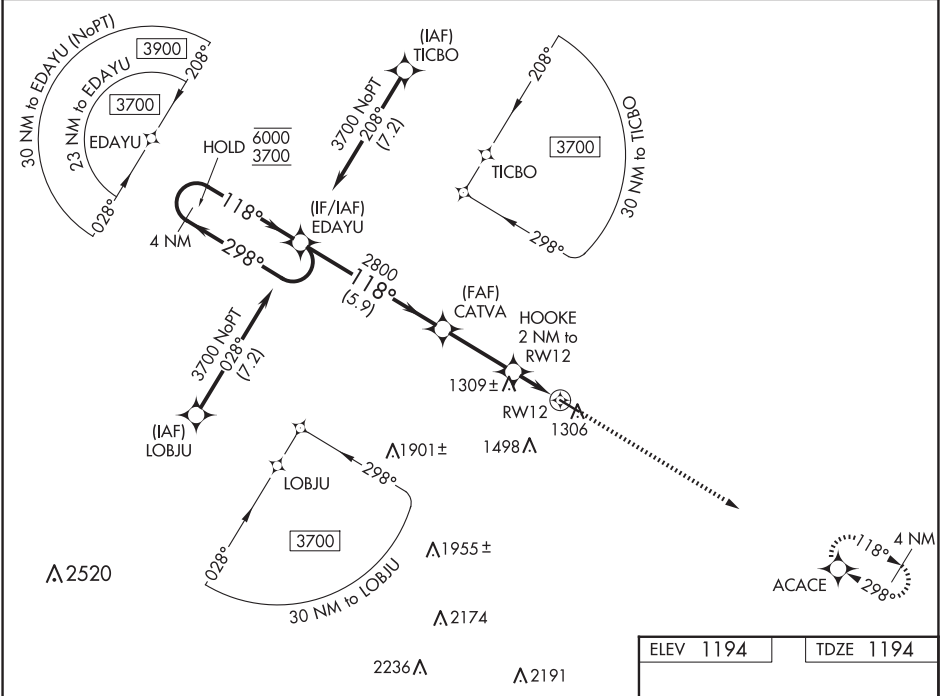


|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56418</b><br><b>W12A</b> | APP CRS<br><b>118°</b> | Rwy Idg<br>TDZE <b>1194</b><br>Apt Elev <b>1194</b> |
|--|------------------------|---|

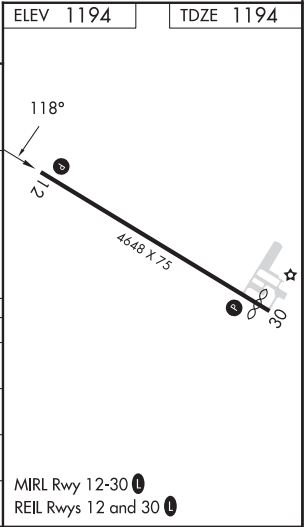
RNAV (GPS) RWY 12

MYERS FLD (CNB)

|  |                                   |   |
|--|-----------------------------------|---|
| RNP APCH - GPS.  |                                   | MISSED APPROACH: Climb to 3700 direct ACACE and hold. |
| Rwy 12 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. |                                   |   |
| AWOS-3<br>118.575  | MINNEAPOLIS CENTER<br>128.5 306.2 | CTAF<br>122.9 0                                       |



|  |                      |                      |                      |   |
|--|----------------------|----------------------|----------------------|---|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25). |                      |                      |                      |   |
| 4 NM Holding Pattern   |                      |                      |                      |   |
| 6000 ← 298°<br>3700      118° →                                  |                      |                      |                      |   |
| GP 3.00°<br>TCH 40   |                      |                      |                      |   |
| EDAYU      CATVA      HOOKE 2 NM to RW12                         |                      |                      |                      |   |
| 2800      2800      1860   |                      |                      |                      |   |
| 5.9 NM      3 NM      0.8      1.1 NM                            |                      |                      |                      |   |
| CATEGORY   | A                    | B                    | C                    | D |
| LPV DA   | 1444-1 250 (300-1)   |                      |                      |   |
| LNAV/VNAV DA   | 1598-1½ 404 (500-1½) |                      |                      |   |
| LNAV MDA   | 1580-1 386 (400-1)   | 1580-1½ 386 (400-1½) |                      |   |
| CIRCLING   | 1700-1 506 (600-1)   | 1800-1¾ 606 (700-1¾) | 1960-2½ 766 (800-2½) |   |



CANBY, MINNESOTA

AL-9526 (FAA)

22363

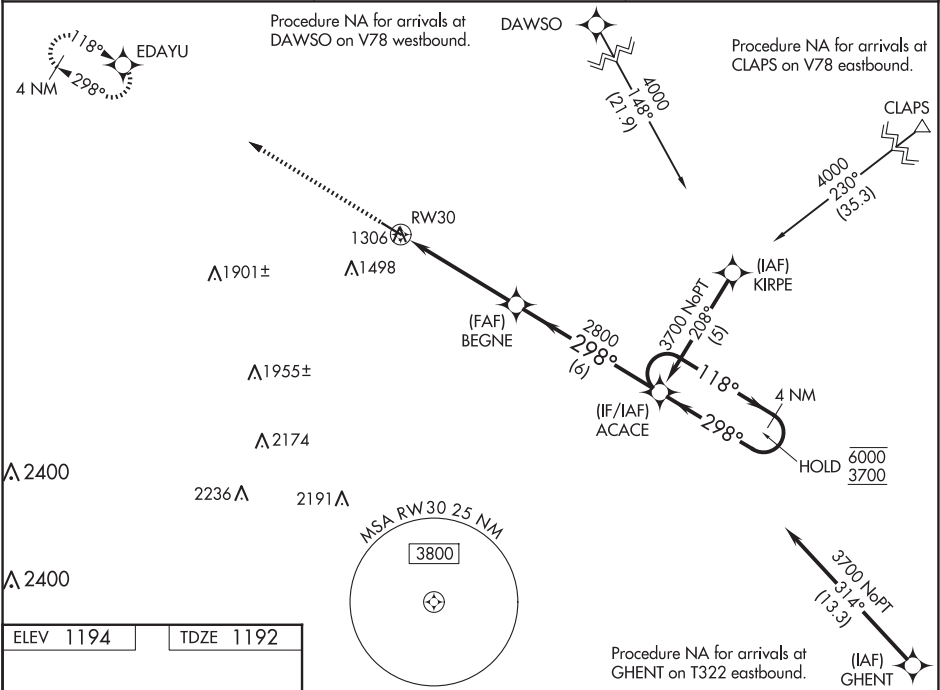
|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>77718</b><br><b>W30A</b> | APP CRS<br><b>298°</b> | Rwy Idg<br>TDZE <b>1192</b><br>Apt Elev <b>1194</b> | <b>4409</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 30

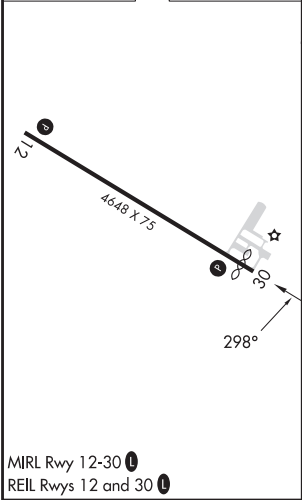
MYERS FLD (CNB)

|  |   |
|--|---|
| RNP APCH - GPS.<br>▼ Rwy 30 helicopter visibility reduction below ¾ SM NA.<br>▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. | MISSED APPROACH: Climb to 3700 direct EDAYU and hold. |
|--|---|

|                          |  |                      |
|--------------------------|--|----------------------|
| AWOS-3<br><b>118.575</b> | MINNEAPOLIS CENTER<br><b>128.5 306.2</b> | CTAF<br><b>122.9</b> |
|--------------------------|--|----------------------|



|                  |                  |
|------------------|------------------|
| ELEV <b>1194</b> | TDZE <b>1192</b> |
|------------------|------------------|



|              |                      |  |              |                      |        |
|--------------|----------------------|--|--------------|----------------------|--------|
| 3700         | EDAYU                | VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 29). |              |                      |        |
|              |                      | BEGNE  | ACACE        | 4 NM Holding Pattern |        |
|              |                      | 1.5 NM to RW30   | 2800         | 118°                 | 6000   |
|              |                      | 1.5 NM   | 3.4 NM       | 298°                 | 3700   |
|              |                      | 1.5 NM   | 6 NM         | GP 3.00°             | TCH 40 |
| CATEGORY     | A                    | B  | C            | D                    |        |
| LPV DA       | 1442-1 250 (300-1)   |  |              |                      |        |
| LNAV/VNAV DA | 1573-1½ 381 (400-1½) |  |              |                      |        |
| LNAV MDA     | 1680-1               | 488 (500-1)  | 1680-1½      | 488 (500-1½)         |        |
| CIRCLING     | 1700-1               | 506 (600-1)  | 1800-1¾      | 1960-2½              |        |
|              |                      |  | 606 (700-1¾) | 766 (800-2½)         |        |

CANBY, MINNESOTA  
Amdt 1B 03NOV22

44°44'N-96°16'W

MYERS FLD (CNB)

RNAV (GPS) RWY 30

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

APP CRS  
160°

Rwy Idg  
TDZE  
Apt Elev

3500  
1481  
1482

RNAV (GPS) RWY 16

CANDO MUNI (9D7)

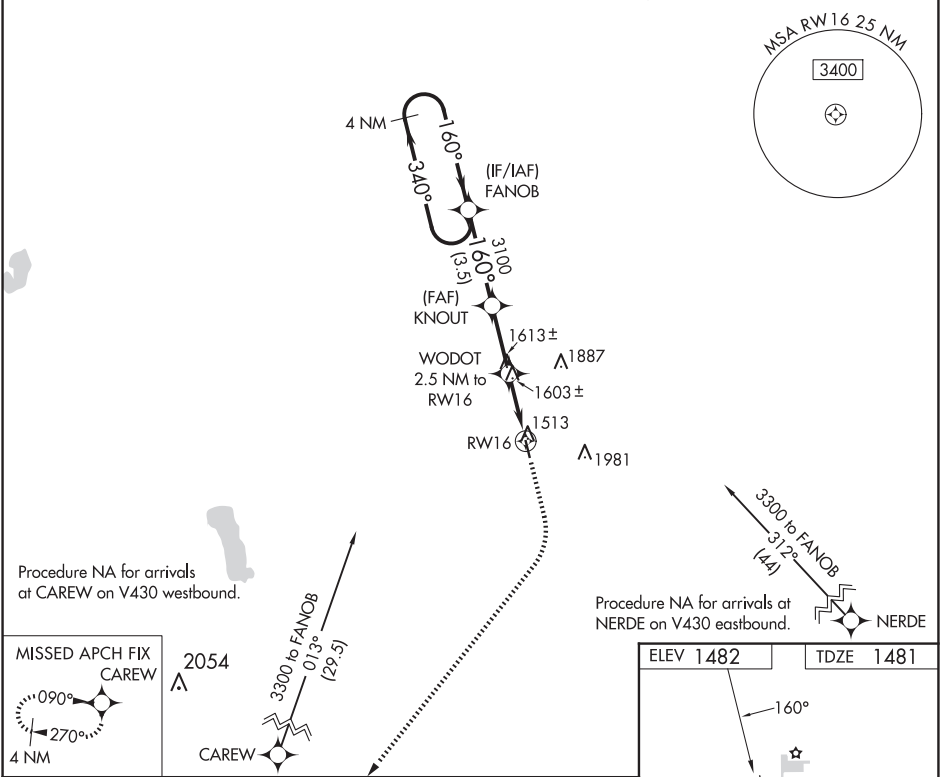
⚠

NA

When local altimeter setting not received, use Devils Lake altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA with Devils Lake altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1900 then climbing right turn to 3600 direct CAREW and hold.

|                   |                                   |                 |
|-------------------|-----------------------------------|-----------------|
| AWOS-3<br>118.325 | MINNEAPOLIS CENTER<br>124.2 270.3 | CTAF<br>122.9 0 |
|-------------------|-----------------------------------|-----------------|



MISSED APCH FIX CAREW

2054

090°

270°

4 NM

Procedure NA for arrivals at CAREW on V430 westbound.

3300 to FANOB 013° (29.5)

CAREW

Procedure NA for arrivals at NERDE on V430 eastbound.

3300 to FANOB 312° (44)

NERDE

4 NM Holding Pattern

FANOB

3300

340°

160°

160°

3100

3.00° TCH 35

KNOUT

WODOT 2.5 NM to RW16

1.1 NM to RW16

2300

3600

CAREW

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 26).

1900

3600

CAREW

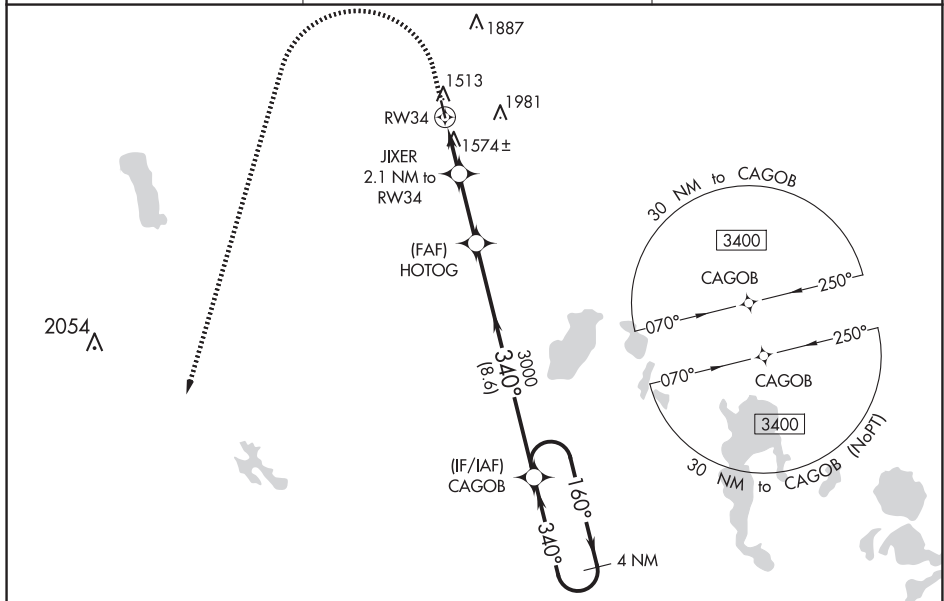
|          |                       |                       |    |    |
|----------|-----------------------|-----------------------|----|----|
| CATEGORY | A                     | B                     | C  | D  |
| LNAV MDA | 1860-1                | 379 (400-1)           | NA | NA |
| CIRCLING | 1900-1<br>418 (500-1) | 1940-1<br>458 (500-1) | NA | NA |

MIRL Rwy 16-34 0

RNAV (GPS) RWY 34  
CANDO MUNI (9D7)

**MISSED APPROACH:**  
Climb to 1900 then  
climbing left turn to 3600  
direct CAREW and hold.

|                          |  |                        |
|--------------------------|--|------------------------|
| AWOS-3<br><b>118.325</b> | MINNEAPOLIS CENTER<br><b>124.2 270.3</b> | CTAF<br><b>122.9 0</b> |
|--------------------------|--|------------------------|



NC-1, 12 JUN 2025 to 07 AUG 2025

CAREW

090°  
270°

4 NM

| CATEGORY          | A                     | B                          | C | D  |
|-------------------|-----------------------|----------------------------|---|----|
| LPV DA            | 1732-1                | 250 (300-1)                |   | NA |
| LNAV/VNAV DA      | 1871-1 $\frac{3}{8}$  | 389 (400-1 $\frac{1}{2}$ ) |   | NA |
| LNAV MDA          | 1840-1                | 358 (400-1)                |   | NA |
| <b>C</b> CIRCLING | 1900-1<br>418 (500-1) | 1940-1<br>458 (500-1)      |   | NA |

VGSi and RNAV glidepath not coincident  
(VGSi Angle 3.00/TCH 26).

HOTOG

CAGOB

4 NM Holding Pattern

JIXER

2.1 NM to RW34

3000

160° → 3400  
← 340°

\*LNAV only.

\*1 NM to RW34

RW34

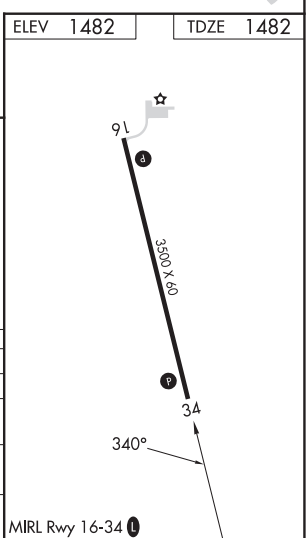
1 NM 1.1 NM 2.6 NM 8.6 NM

GP 3.00° TCH 35

340°

3000

2180\*



CANDO MUNI (9D7)  
RNAV (GPS) RWY 34



|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>70631</b><br><b>W31A</b> | APP CRS<br><b>313°</b> | Rwy Idg<br>TDZE <b>1606</b><br>Apt Elev <b>1607</b> | <b>4198</b> |
|--|------------------------|---|-------------|

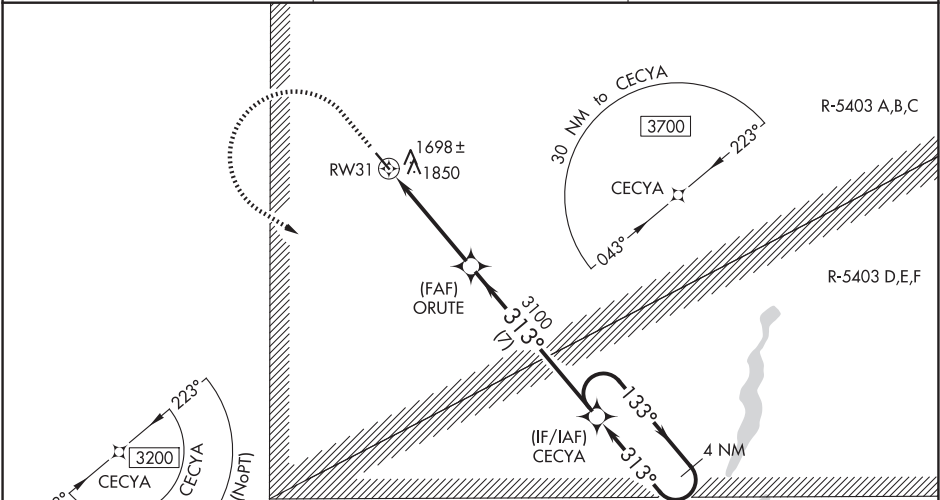
RNAV (GPS) RWY 31

CARRINGTON MUNI (46D)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. Circling Rwy 13 NA at night. VDP and Baro-VNAV NA with Jamestown altimeter setting. When local altimeter setting not received, use Jamestown altimeter setting and increase all DA and MDA 100 feet, increase LPV all Cats visibility ½ mile; LNAV/VNAV all Cats visibility ¾ mile; LNAV Cat C visibility ¼ mile and Circling Cat C visibility ¾ mile.

**MISSED APPROACH:** Climb to 2300 then climbing left turn to 3200 direct CECYA and hold.

|                          |  |                        |
|--------------------------|--|------------------------|
| AWOS-3<br><b>118.575</b> | MINNEAPOLIS CENTER<br><b>124.2 270.3</b> | CTAF<br><b>122.9 0</b> |
|--------------------------|--|------------------------|



|              |           |   |                         |   |    |                      |
|--------------|-----------|---|-------------------------|---|----|----------------------|
| ELEV 1607    | TDZE 1606 | 2300 3200 CECYA<br>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20). |                         |   |    | 4 NM Holding Pattern |
| * LNAV only  |           | ORUTE   |                         |   |    | CECYA                |
| RW31         |           | *1.7 NM to RW31   |                         |   |    | 3100                 |
|              |           | 1.7 NM 2.9 NM 7 NM  |                         |   |    | 3100                 |
|              |           | 313°  |                         |   |    | 133°                 |
|              |           |   |                         |   |    | 3200                 |
|              |           |   |                         |   |    | GP 3.00° TCH 40      |
| CATEGORY     | A         | B   | C                       | D |    |                      |
| LPV DA       | 1856-1    | 250 (300-1)   |                         |   | NA |                      |
| LNAV/VNAV DA | 2050-1½   | 444 (500-1½)  |                         |   | NA |                      |
| LNAV MDA     | 2160-1    | 554 (600-1)   | 2160-1½<br>554 (600-1½) |   |    | NA                   |
| CIRCLING     | 2200-1    | 593 (600-1)   | 2200-1½<br>593 (600-1½) |   |    | NA                   |

CASSELTON, NORTH DAKOTA

AL-6950 (FAA)

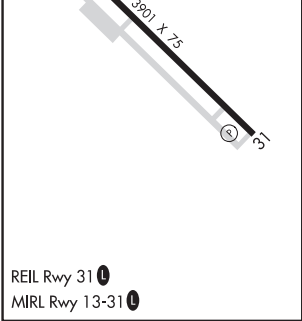
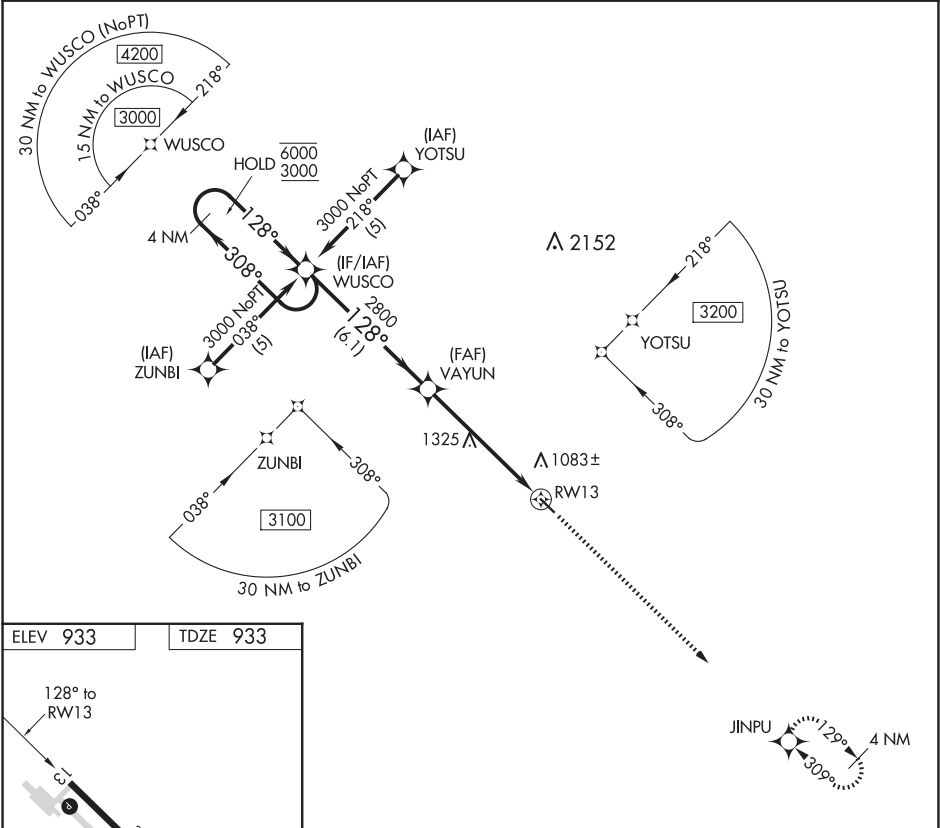
21280

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3901 |
| 128°    | TDZE     | 933  |
|         | Apt Elev | 933  |

RNAV (GPS) RWY 13  
CASSELTON ROBERT MILLER RGNL (5N8)

|           |   |
|-----------|---|
| RNP APCH. | MISSED APPROACH: Climb to 3000 direct JINPU and hold.   |
| ▼<br>▲ NA | Rwy 13 helicopter visibility reduction below 3/4 SM NA. Use Fargo altimeter setting; when not received use Morehead altimeter setting and increase all MDA 20 feet. |

|                         |                               |                          |
|-------------------------|-------------------------------|--------------------------|
| FAR ASOS<br>124.5 379.2 | FARGO APP CON<br>120.4 377.15 | UNICOM<br>122.8 (CTAF) 1 |
|-------------------------|-------------------------------|--------------------------|



|  |        |             |                    |
|--|--------|-------------|--------------------|
| VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 21). |        |             |                    |
| 4 NM Holding Pattern   |        |             |                    |
| WUSCO  |        |             |                    |
| VAYUN  |        |             |                    |
| RWY 13   |        |             |                    |
| JINPU  |        |             |                    |
| 3000   |        |             |                    |
| 6000 3000  |        |             |                    |
| 308° 128° 128° 3.05° TCH 40                                      |        |             |                    |
| 2800   |        |             |                    |
| 6.1 NM 5.7 NM  |        |             |                    |
| CATEGORY   | A      | B           | C                  |
| LNAV MDA   | 1620-1 | 687 (700-1) | 1620-2 687 (700-2) |

CASSELTON, NORTH DAKOTA  
Amdt 1B 15AUG19

46°51'N-97°12'W

CASSELTON ROBERT MILLER RGNL (5N8)  
RNAV (GPS) RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

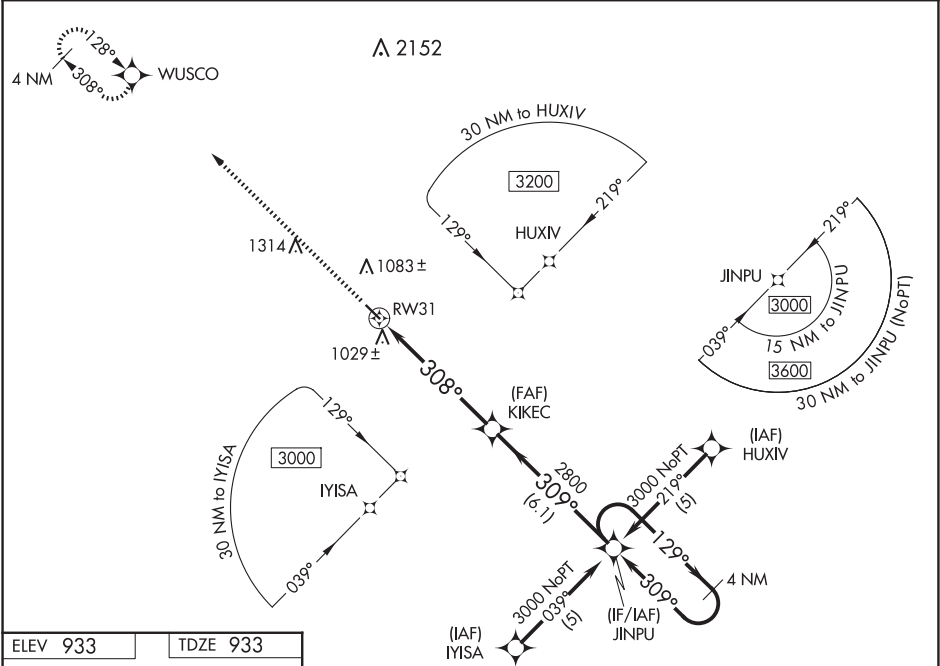
WAAS  
CH **53607**  
**W31A**

APP CRS  
**308°**

Rwy Idg **3901**  
TDZE **933**  
Apt Elev **933**

**RNAV (GPS) RWY 31**  
CASSELTON ROBERT MILLER RGNL (5N8)

|   |                                      |   |
|---|--------------------------------------|---|
| RNP APCH.<br>▼ Use Fargo altimeter setting; when not received, use Moorhead altimeter setting and increase all MDA 20 feet. Baro-VNAV NA.<br>▲ NA |                                      | MISSED APPROACH: Climb to 3000 direct WUSCO and hold. |
| FAR ASOS<br><b>124.5 379.2</b>  | FARGO APP CON<br><b>120.4 377.15</b> | UNICOM<br><b>122.8 (CTAF) 1</b>                       |



| CATEGORY     | A                    | B                  | C                    | D  |
|--------------|----------------------|--------------------|----------------------|----|
| LPV DA       | 1226-1 293 (300-1)   |                    |                      | NA |
| LNAV/VNAV DA | 1370-1½ 437 (500-1½) |                    |                      | NA |
| LNAV MDA     | 1420-1 487 (500-1)   |                    | 1420-1¼ 487 (500-1¼) | NA |
| CIRCLING     | 1480-1 547 (600-1)   | 1520-1 587 (600-1) | 1620-2 687 (700-2)   | NA |

REIL Rwy 31 ①  
MRL Rwy 13-31 ①

CASSELTON, NORTH DAKOTA

AL-6950 (FAA)

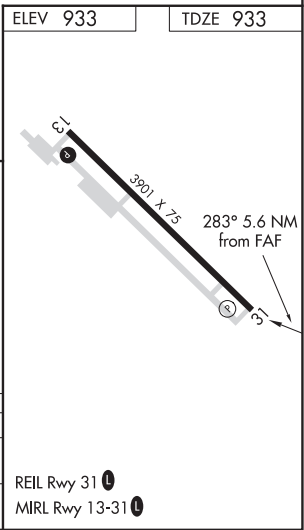
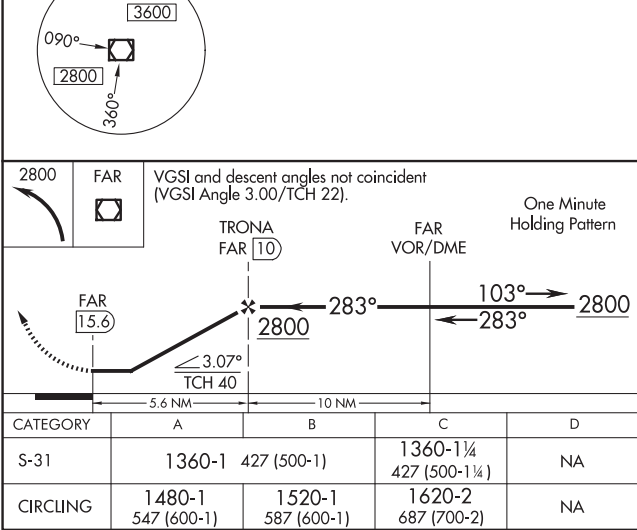
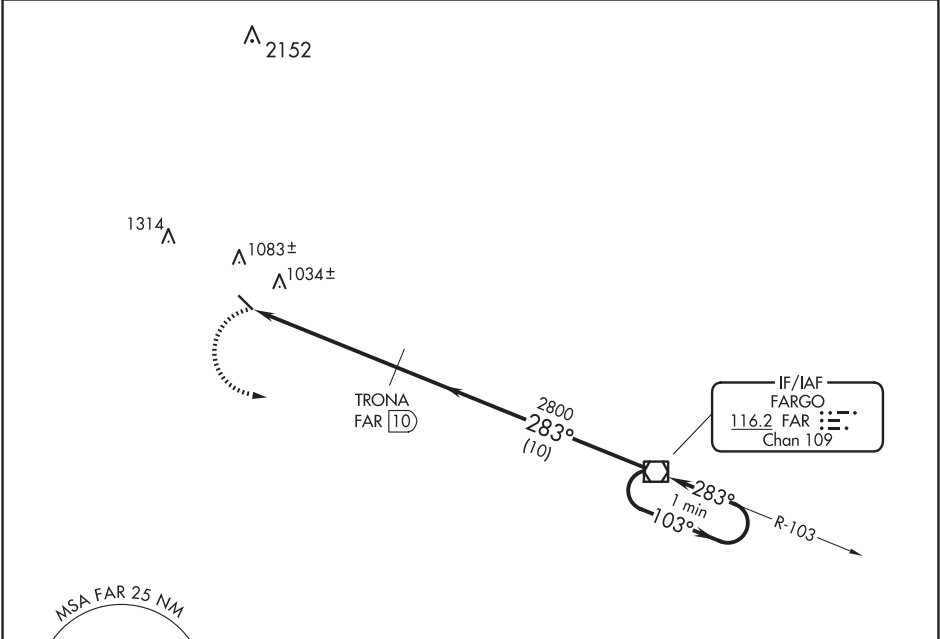
21280

|             |         |          |      |
|-------------|---------|----------|------|
| VOR/DME FAR | APP CRS | Rwy Idg  | 3901 |
| 116.2       | 283°    | TDZE     | 933  |
| Chan 109    |         | Apt Elev | 933  |

VOR/DME RWY 31  
CASSELTON ROBERT MILLER RGNL (5N8)

|   |   |
|---|---|
| <p>▼ NA</p> <p>Use Fargo altimeter setting; when not received, use Moorhead altimeter setting and increase all MDA 20 feet.</p> | <p>MISSED APPROACH: Climbing left turn to 2800 direct FAR VOR/DME and hold.</p> |
|---|---|

|                         |                               |                          |
|-------------------------|-------------------------------|--------------------------|
| FAR ASOS<br>124.5 379.2 | FARGO APP CON<br>120.4 377.15 | UNICOM<br>122.8 (CTAF) 0 |
|-------------------------|-------------------------------|--------------------------|



CASSELTON, NORTH DAKOTA  
Amdt 1C 17JUN21

46°51'N-97°12'W

CASSELTON ROBERT MILLER RGNL (5N8)  
VOR/DME RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>45630</b><br><b>W34A</b> | APP CRS<br><b>340°</b> | Rwy Ldg <b>3299</b><br>TDZE <b>892</b><br>Apt Elev <b>892</b> |
|--|------------------------|---|

RNAV (GPS) RWY 34  
CAVALIER MUNI (2C8)

RNP APCH-GPS.

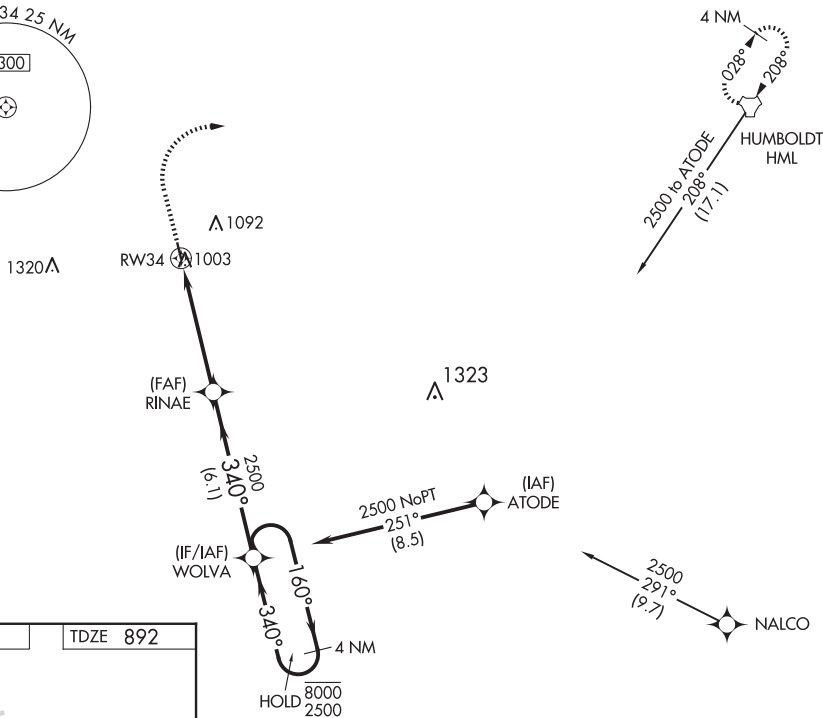
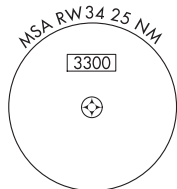
- T** Circling Rwy 16 NA at night.  
**A** Rwy 34 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3500 direct HML TACAN and hold.

AWOS-3  
118,275

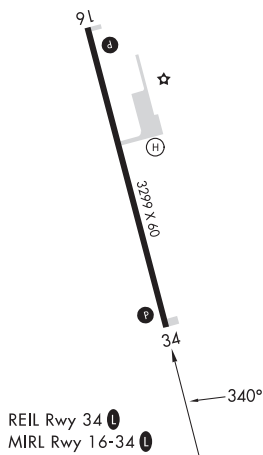
MINNEAPOLIS CENTER  
132.15 269.6

UNICOM  
122.8 (CTAF) **L**

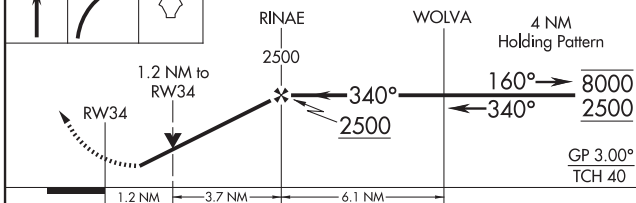


ELEV 892

TDZE 892



|      |      |     |  |
|------|------|-----|--|
| 1500 | 3500 | HML | VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 36). |
|------|------|-----|--|



| CATEGORY | A                  | B  | C | D  |
|----------|--------------------|--|---|----|
| LPV DA   | 1157-1 265 (300-1) |  |   | NA |
| INAV MDA | 1440-1 548 (600-1) | 1440-1 $\frac{5}{8}$<br>548 (600-1 $\frac{5}{8}$ ) |   | NA |
| CIRCLING | 1440-1 548 (600-1) | 1440-1 $\frac{5}{8}$<br>548 (600-1 $\frac{5}{8}$ ) |   | NA |

CAVALIER, NORTH DAKOTA

Amdt 1 B 02DEC21

CAVALIER MUNI (2C8)

48°47'N-97°38'W


RNAV (GPS) RWY 34

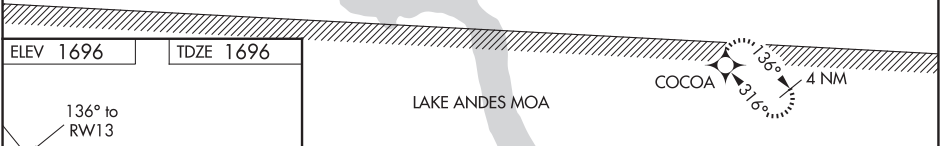
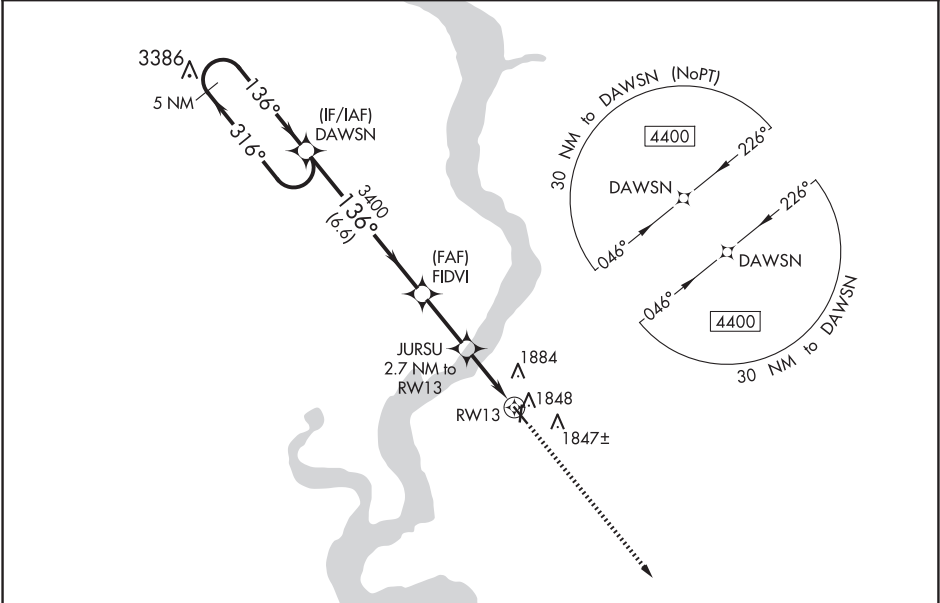
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>42841</b><br><b>W13A</b> | APP CRS<br><b>136°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4299</b><br><b>1696</b><br><b>1696</b> |
|--|------------------------|-----------------------------|---|


RNAV (GPS) RWY 13

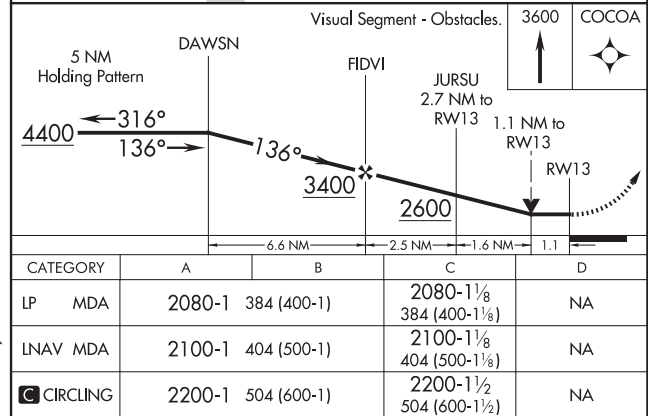



CHAMBERLAIN MUNI (9V9)

|   |   |
|---|---|
| <div><div>▼</div><div>DME/DME RNP-0.3 NA.<br/>Rwy 13 helicopter visibility reduction below ¾ SM NA.<br/>Circling NA to Rwy 18 and 36.</div></div> | MISSED APPROACH: Climb to 3600 direct COCOA and hold. |
|---|---|

|                           |  |                       |   |
|---------------------------|--|-----------------------|---|
| AWOS-3P<br><b>118.025</b> | MINNEAPOLIS CENTER<br><b>125.1 269.1</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF)</b>  |
|---------------------------|--|-----------------------|---|



MIRL Rwy 13-31 

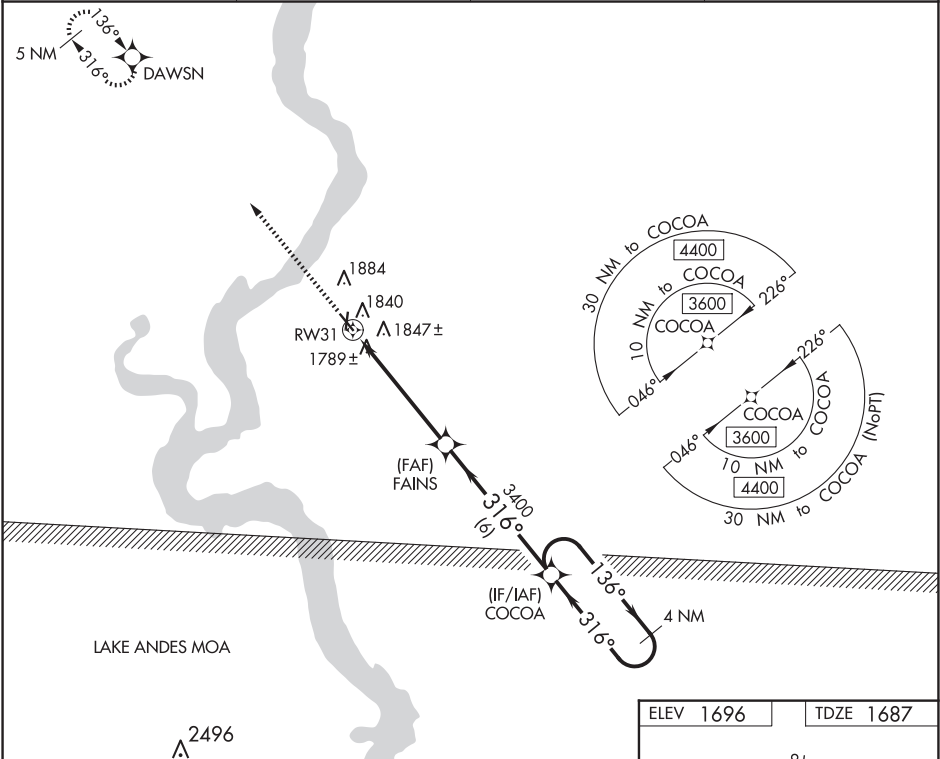
|  |     | Visual Segment - Obstacles.  |             |  | 3600  | COCOA   |
|--|-----|--|-------------|--|---|---|
|  |     |       |             |  |  |  |
|  |     | 5 NM Holding Pattern<br>DAWNS<br>FIDVI<br>JURSU 2.7 NM to RW13<br>1.1 NM to RW13<br>RW13 |             |  |   |   |
|  |     | 4400 ← 316°<br>136° → 136°<br>3400<br>2600<br>6.6 NM<br>2.5 NM<br>1.6 NM<br>1.1          |             |  |   |   |
| CATEGORY   |     | A  | B           | C  | D   |   |
| LP   | MDA | 2080-1   | 384 (400-1) | 2080-1 $\frac{1}{8}$<br>384 (400-1 $\frac{1}{8}$ ) | NA  |   |
| LNAV   | MDA | 2100-1   | 404 (500-1) | 2100-1 $\frac{1}{8}$<br>404 (500-1 $\frac{1}{8}$ ) | NA  |   |
|  CIRCLING |     | 2200-1   | 504 (600-1) | 2200-1 $\frac{1}{2}$<br>504 (600-1 $\frac{1}{2}$ ) | NA  |   |

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>82141</b><br><b>W31A</b> | APP CRS<br><b>316°</b> | Rwy Idg<br>TDZE <b>1687</b><br>Apt Elev <b>1696</b> | <b>4299</b> |
|--|------------------------|---|-------------|

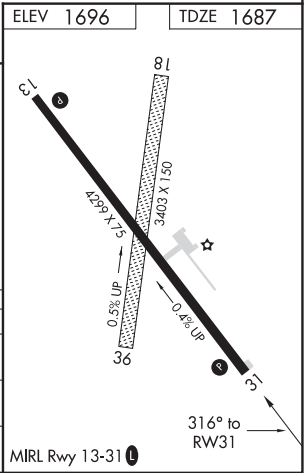
RNAV (GPS) RWY 31

CHAMBERLAIN MUNI (9V9)

|  |  |   |                               |
|--|--|---|-------------------------------|
| DME/DME RNP-0.3 NA.<br>Rwy 31 helicopter visibility reduction below ¾ SM NA.<br>Circling NA to Rwys 18 and 36. |  | MISSED APPROACH: Climb to 4400 direct DAWSN and hold. |                               |
| AWOS-3P<br><b>118.025</b>  | MINNEAPOLIS CENTER<br><b>125.1 269.1</b> | GCO<br><b>121.725</b>                                 | UNICOM<br><b>122.8 (CTAF)</b> |



|              |                    |                             |                         |        |                      |
|--------------|--------------------|-----------------------------|-------------------------|--------|----------------------|
| 4400         | DAWSN              | Visual Segment - Obstacles. |                         | COCOA  | 4 NM Holding Pattern |
| ↑            | ✧                  | FAINS                       |                         | 136° → | ← 316°               |
| 1 NM to RW31 |                    | 3400                        |                         | 3600   |                      |
| 1 NM         |                    | 4.3 NM                      |                         | 6 NM   |                      |
| CATEGORY     | A                  | B                           | C                       | D      |                      |
| LP MDA       | 2040-1 353 (400-1) |                             |                         | NA     |                      |
| LNAV MDA     | 2100-1             | 413 (500-1)                 | 2100-1½<br>413 (500-1½) | NA     |                      |
| CIRCLING     | 2200-1             | 504 (600-1)                 | 2200-1½<br>504 (600-1½) | NA     |                      |



CLARK, SOUTH DAKOTA

AL-9981 (FAA)

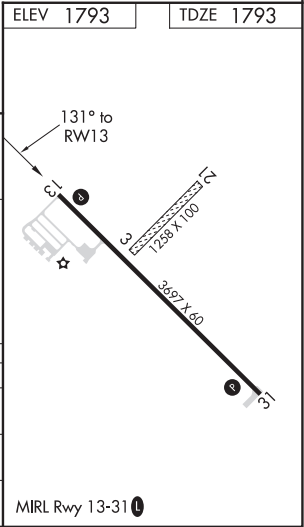
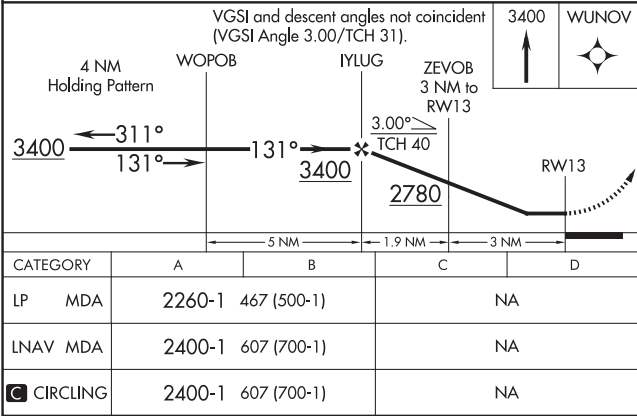
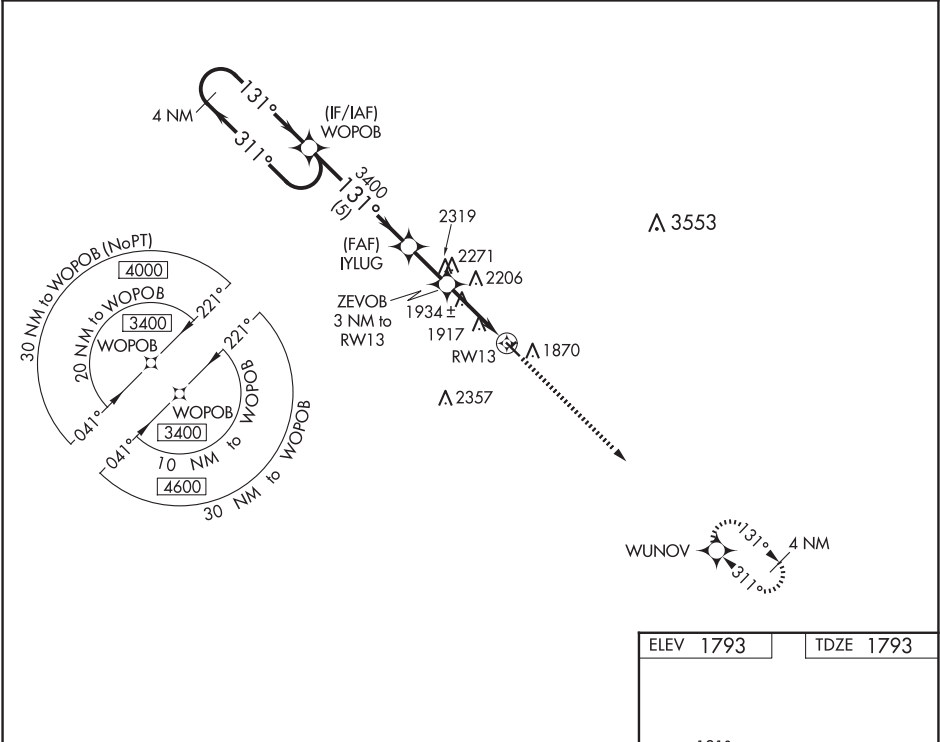
19339

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>58340</b><br><b>W13A</b> | APP CRS<br><b>131°</b> | Rwy Idg<br>TDZE <b>1793</b><br>Apt Elev <b>1793</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13

CLARK COUNTY (8D7)

|                            |  |   |
|----------------------------|--|---|
| RNP APCH.<br>▼<br>▲ NA     | Rwy 13 helicopter visibility reduction below ¾ SM NA.<br>Use Watertown altimeter setting.<br>Circling NA to Rwys 3 and 21. | MISSED APPROACH: Climb to 3400 direct WUNOV and hold. |
| ATY ASOS<br><b>126.625</b> | MINNEAPOLIS CENTER<br><b>128.5 306.2</b>   | UNICOM<br><b>122.8 (CTAF) 0</b>                       |



CLARK, SOUTH DAKOTA  
Orig-A 15AUG19

44°54'N-97°43'W

CLARK COUNTY (8D7)

RNAV (GPS) RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025



NC-1, 12 JUN 2025 to 07 AUG 2025



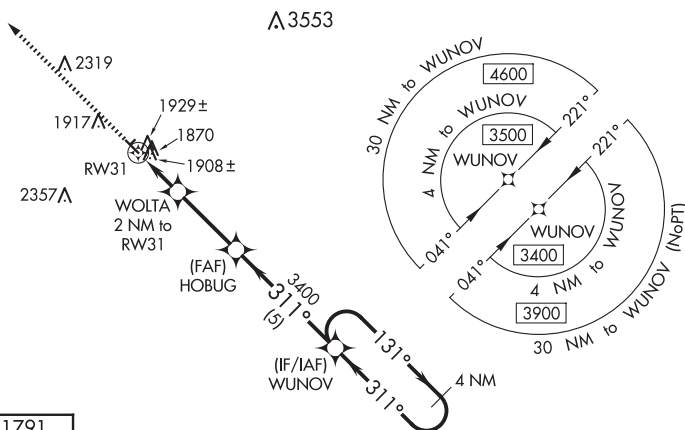
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>63240</b><br><b>W31A</b> | APP CRS<br><b>311°</b> | Rwy Idg <b>3697</b><br>TDZE <b>1791</b><br>Apt Elev <b>1793</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 31

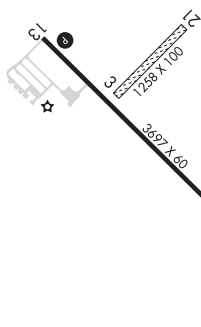
## CLARK COUNTY (8D7)

|   |   |  |
|---|---|--|
| <br> NA | Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA.<br>DME/DME RNP-0.3 NA. Use Watertown altimeter setting.<br>Circling Rwy 3, 21 NA. | MISSED APPROACH: Climb to<br>3400 direct WOPOB and hold. |
|---|---|--|

|                                       |   |   |
|---------------------------------------|---|---|
| <p>ATY ASOS</p> <p><b>126.625</b></p> | <p>MINNEAPOLIS CENTER</p> <p><b>128.5 306.2</b></p> | <p>UNICOM</p> <p><b>122.8</b> (CTAF) <b>0</b></p> |
|---------------------------------------|---|---|



|           |  |           |
|-----------|--|-----------|
| ELEV 1793 |  | TDZE 1791 |
|-----------|--|-----------|

MIRL Rwy 13-31 **L**

| CATEGORY          | A                     | B                     | C  | D |
|-------------------|-----------------------|-----------------------|----|---|
| LP MDA            | 2220-1                | 429 (500-1)           | NA |   |
| LNAV MDA          | 2240-1                | 449 (500-1)           | NA |   |
| <b>C</b> CIRCLING | 2340-1<br>547 (600-1) | 2380-1<br>587 (600-1) | NA |   |

CLOQUET, MINNESOTA

AL-5478 (FAA)

22139

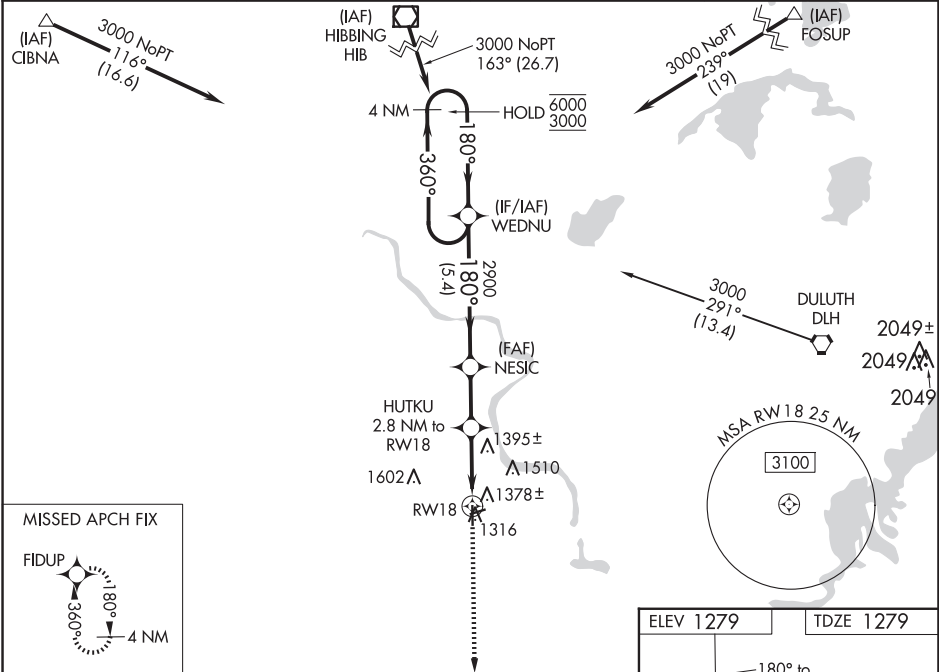
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>97529</b><br><b>W18A</b> | APP CRS<br><b>180°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4002</b><br><b>1279</b><br><b>1279</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 18

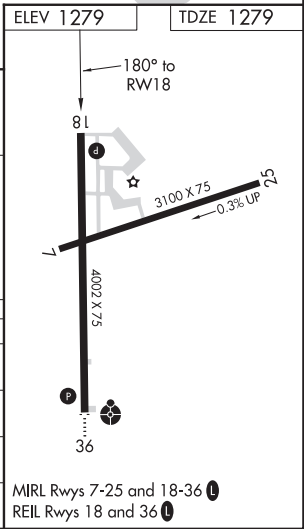
CLOQUET/CARLTON COUNTY (CQ)

|  |   |
|--|---|
| RNP APCH.  | MISSED APPROACH: Climb to 2900 direct FIDUP and hold. |
| Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling Rwy 7, 25 NA at night. |   |

|                          |                                       |                           |                               |
|--------------------------|---------------------------------------|---------------------------|-------------------------------|
| AWOS-3<br><b>118.525</b> | DULUTH APP CON<br><b>125.45 233.7</b> | CLNC DEL<br><b>122.15</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------|---------------------------------------|---------------------------|-------------------------------|



|                      |             |             |              |  |    |                 |  |
|----------------------|-------------|-------------|--------------|--|----|-----------------|--|
| 4 NM Holding Pattern |             | WEDNU       |              | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30). |    | 2900 FIDUP      |  |
| 6000                 |             | 360°        |              | 180°   |    | *LNAV only.     |  |
| 3000                 |             | 180°        |              | 180°   |    | *2200           |  |
| GP 3.00°             |             | TCH 40      |              | 2900   |    | *1.1 NM to RW18 |  |
| 5.4 NM               |             | 2.2 NM      |              | 1.7 NM   |    | 1.1             |  |
| CATEGORY             | A           | B           | C            | D  |    |                 |  |
| LPV DA               | 1557-1      | 278 (300-1) | NA           |  |    |                 |  |
| LNAV/VNAV DA         | 1539-1      | 260 (300-1) | NA           |  |    |                 |  |
| LNAV MDA             | 1660-1      | 381 (400-1) | 1660-1½      | 381 (400-1½)   | NA |                 |  |
| CIRCLING             | 1740-1      | 1860-1      | 1920-1¾      | 641 (700-1¾)   | NA |                 |  |
|                      | 461 (500-1) | 581 (600-1) | 641 (700-1¾) |  |    |                 |  |



CLOQUET, MINNESOTA

Orig-C 20MAY21

46°42'N-92°30'W

CLOQUET/CARLTON COUNTY (CQ)

RNAV (GPS) RWY 18

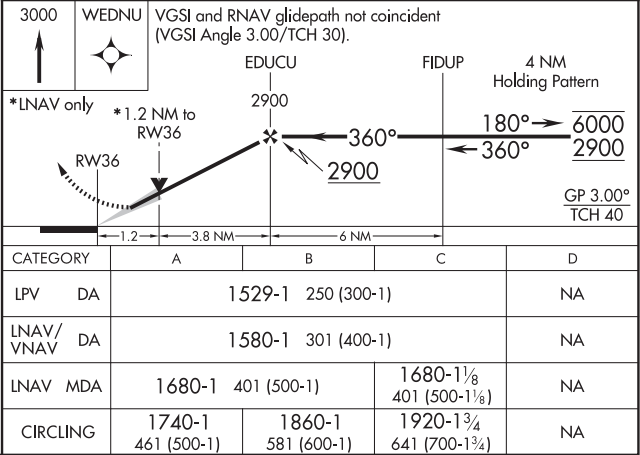
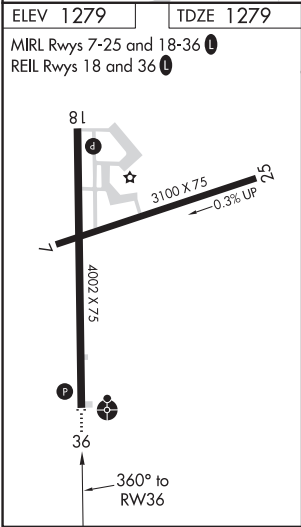
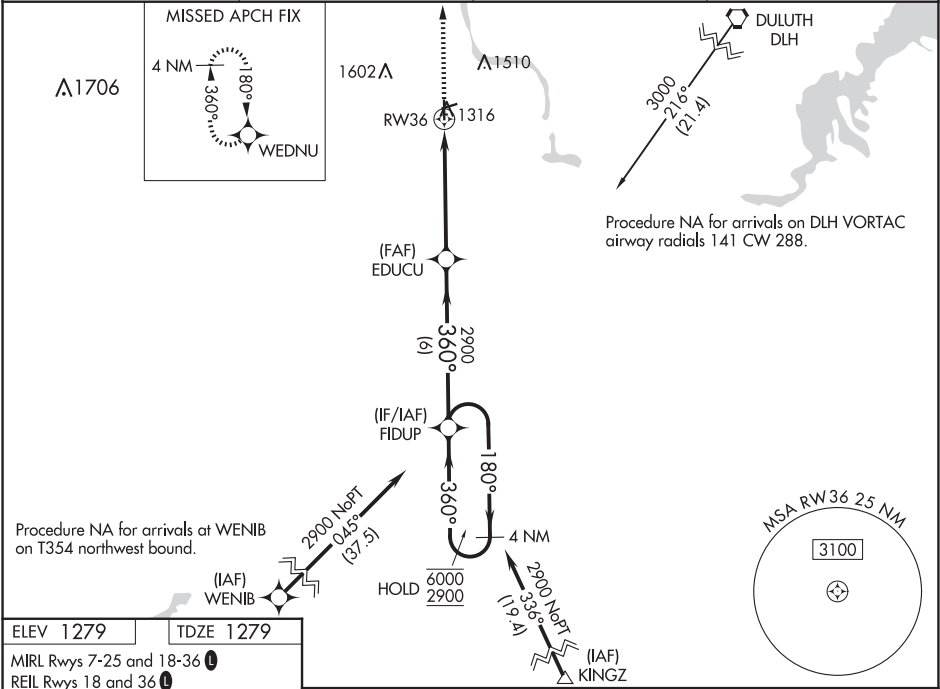
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>82429</b><br><b>W36A</b> | APP CRS<br><b>360°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4002</b><br><b>1279</b><br><b>1279</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 36

CLOQUET/CARLTON COUNTY (CQ)

|  |           |   |
|--|-----------|---|
| RNP APCH.  | ODALS<br> | MISSED APPROACH: Climb to 3000 direct WEDNU and hold. |
| <p><b>⚠</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Inop table does not apply. Straight-in Rwy 7, 25 NA at night, Circling Rwy 7, 25 NA at night.</p> |           |   |

|                          |                                       |                           |                               |
|--------------------------|---------------------------------------|---------------------------|-------------------------------|
| AWOS-3<br><b>118.525</b> | DULUTH APP CON<br><b>125.45 233.7</b> | CLNC DEL<br><b>122.15</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------|---------------------------------------|---------------------------|-------------------------------|



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

COOK, MINNESOTA

AL-9017 (FAA)

21168

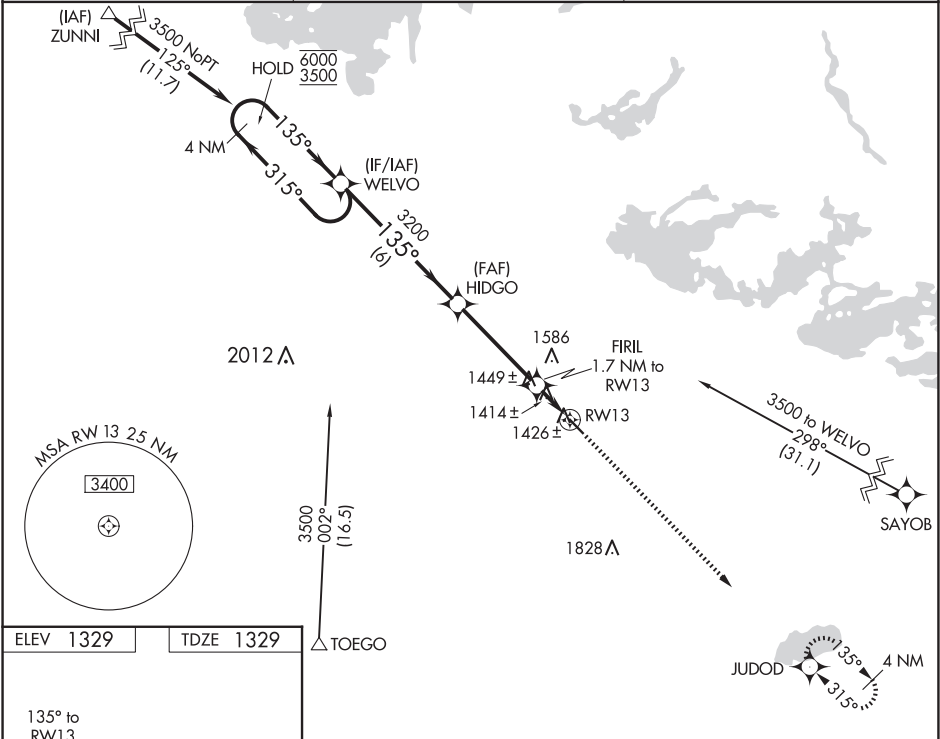
|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>58127</b><br><b>W13A</b> | APP CRS<br><b>135°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>4000</b><br><b>1329</b><br><b>1329</b> |
|--|------------------------|--|

RNAV (GPS) RWY 13

COOK MUNI (CQM)

|   |   |
|---|---|
| RNP APCH.   | MISSED APPROACH: Climb to 3500 direct JUDOD and hold. |
| <div><div>▼</div><div>▲</div></div> Rwy 13 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Orr altimeter setting and increase all MDAs 40 feet. |   |

|                          |   |                        |
|--------------------------|---|------------------------|
| AWOS-3<br><b>118.175</b> | MINNEAPOLIS CENTER<br><b>127.9 281.45</b> | CTAF<br><b>122.9 0</b> |
|--------------------------|---|------------------------|



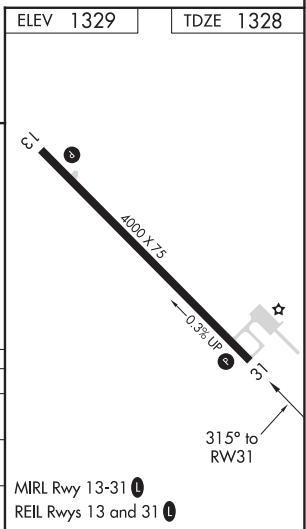
|           |           |                             |                     |        |
|-----------|-----------|-----------------------------|---------------------|--------|
| ELEV 1329 | TDZE 1329 | Visual Segment - Obstacles. | 3500                | JUDOD  |
|           |           | 4 NM Holding Pattern        | WELVO               |        |
|           |           | 6000 ← 315°                 |                     |        |
|           |           | 3500 → 135°                 |                     |        |
|           |           | 135°                        | HIDGO               |        |
|           |           | 3200                        |                     |        |
|           |           | 1900                        | FIRL 1.7 NM to RW13 |        |
|           |           | 6 NM                        | 4.1 NM              | 1.7 NM |
| CATEGORY  | A         | B                           | C                   | D      |
| LP MDA    | 1680-1    | 351 (400-1)                 | NA                  |        |
| LNAV MDA  | 1700-1    | 371 (400-1)                 | NA                  |        |
| CIRCLING  | 1780-1    | 451 (500-1)                 | NA                  |        |

21168

RNAV (GPS) RWY 31  
COOK MUNI (COM)

**T**  
**A** Rwy 31 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Orr altimeter setting and increase all MDAs 40 feet.

**MISSED APPROACH:** Climb to 3500 direct WELVO and hold.

CTAF  
122.9 **L**

MIRL Rwy 13-31 **L**  
REIL Rwy 13 and 31 **L**

COOK MUNI (CQM)  
RNAV (GPS) RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

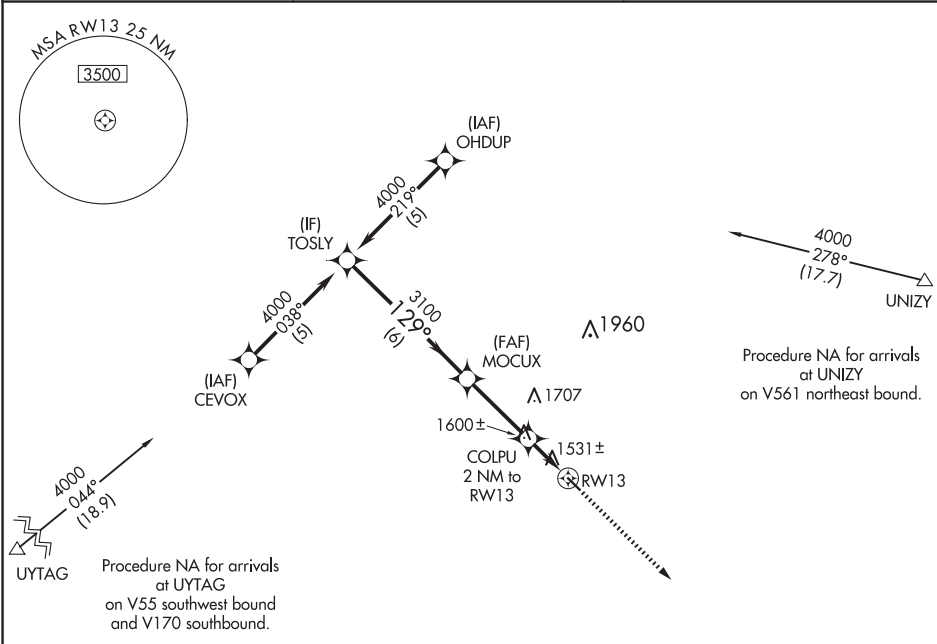
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3500 |
| 129°    | TDZE     | 1424 |
|         | Apt Elev | 1424 |

RNAV (GPS) RWY 13

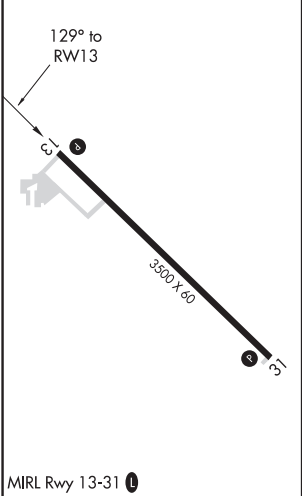
COOPERSTOWN MUNI (S32)

|  |   |
|--|---|
| <div><div><div></div><div>NA</div></div><div>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jamestown altimeter setting and increase all MDA 100 feet and increase LNAV Cat C visibility ¼ mile.</div></div> | MISSED APPROACH: Climb to 3100 direct RAKGU and hold. |
|--|---|

|                  |                                    |                 |
|------------------|------------------------------------|-----------------|
| AWOS-3<br>118.75 | MINNEAPOLIS CENTER<br>132.15 269.6 | CTAF<br>122.9 0 |
|------------------|------------------------------------|-----------------|



|           |           |
|-----------|-----------|
| ELEV 1424 | TDZE 1424 |
|-----------|-----------|



|  |        |                    |                         |
|--|--------|--------------------|-------------------------|
| VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25). |        |                    |                         |
| TOSLY  | MOCUX  | COLPU 2 NM to RW13 | RAKGU                   |
| 4000   | 3100   | 2100               | 3100                    |
| Procedure Turn NA  |        |                    |                         |
| 6 NM   | 3.1 NM | 2 NM               |                         |
| CATEGORY   | A      | B                  | C                       |
| LNAV MDA   | 1860-1 | 436 (500-1)        | 1860-1¼<br>436 (500-1¼) |
| CIRCLING   | 1880-1 | 456 (500-1)        | 1880-1½<br>456 (500-1½) |



CROOKSTON, MINNESOTA

AL-5682 (FAA)

22111

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>72704</b><br><b>W13A</b> | APP CRS<br><b>128°</b> | Rwy Idg <b>4300</b><br>TDZE <b>896</b><br>Apt Elev <b>900</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13

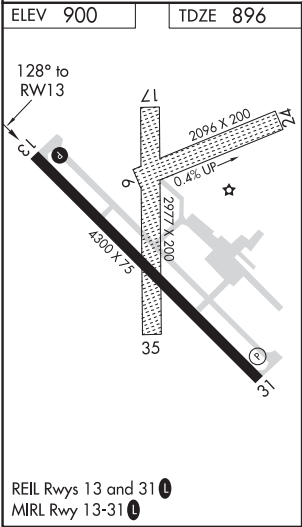
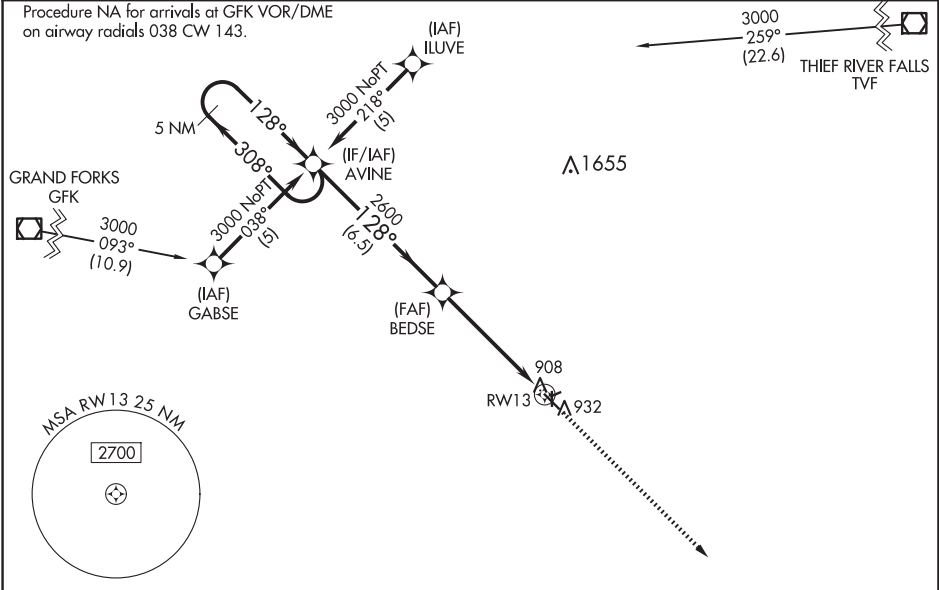
CROOKSTON MUNI/KIRKWOOD FLD (CKN)

RNP APCH

▼ Baro-VNAV NA when using Grand Forks altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Grand Forks altimeter setting and increase LPV DA to 1208 feet and LNAV/VNAV DA to 1272 feet; increase all MDA's 80 feet and Circling Cat C visibility ¼ SM. Circling Rwys 6, 24, 17, 35 NA at night.

MISSED APPROACH: Climb to 3000 direct FAPVU and hold.

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>126.425</b> | GRAND FORKS APP CON ★<br><b>118.1 318.1</b> | UNICOM<br><b>122.7 (CTAF) ①</b> |
|--------------------------|---|---------------------------------|



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).

|                      |        |             |                         |        |       |
|----------------------|--------|-------------|-------------------------|--------|-------|
| 5 NM Holding Pattern |        | AVINE       | 5 NM                    |        | FAPVU |
| 3000                 |        | 308°        | 128°                    | 2600   | RW13  |
| GP 3.00° TCH 40      |        | 6.5 NM      |                         | 5.2 NM |       |
| CATEGORY             | A      | B           | C                       | D      |       |
| LPV DA               | 1146-1 | 250 (300-1) |                         | NA     |       |
| LNAV/VNAV DA         | 1210-1 | 314 (400-1) |                         | NA     |       |
| LNAV MDA             | 1360-1 | 464 (500-1) | 1360-1¼<br>464 (500-1¼) | NA     |       |
| CIRCLING             | 1360-1 | 460 (500-1) | 1480-1½<br>580 (600-1½) | NA     |       |

CROOKSTON, MINNESOTA  
Orig-B 04NOV21

CROOKSTON MUNI/KIRKWOOD FLD (CKN)  
47°51'N-96°37'W  
RNAV (GPS) RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



WAAS  
CH **69304**  
**W31A**

APP CRS  
**308°**

Rwy Idg **4300**  
TDZE **897**  
Apt Elev **900**

**RNAV (GPS) RWY 31**

CROOKSTON MUNI/KIRKWOOD FLD (CKN)

RNP APCH.

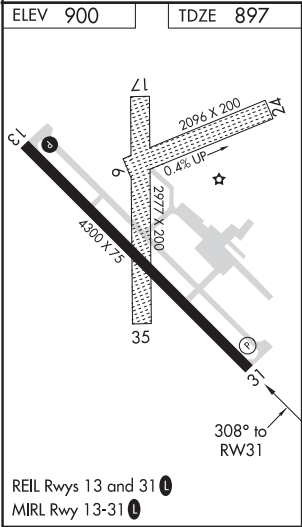
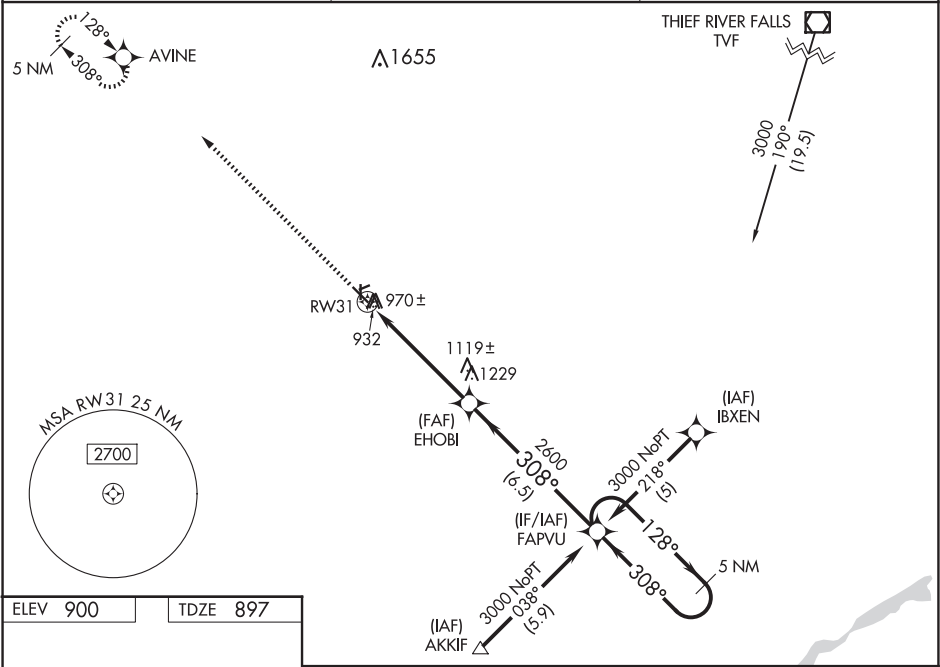
Baro-VNAV NA when using Grand Forks altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Grand Forks altimeter setting and increase LPV DA to 1219 feet and LNAV/VNAV DA to 1382 feet, increase all MDAs 80 feet and Circling Cat C visibility ¼ SM. Visibility reduction by helicopters NA. Circling Rwy 6, 24, 17, 35 NA at night.

MISSED APPROACH:  
Climb to 3000 direct AVINE and hold.

AWOS-3  
**126.425**

GRAND FORKS APP CON★  
**118.1 318.1**

UNICOM  
**122.7 (CTAF) 1**



|              |         |  |                      |    |       |                      |
|--------------|---------|--|----------------------|----|-------|----------------------|
| 3000         | AVINE   | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40). |                      |    | FAPVU | 5 NM Holding Pattern |
|              |         | EHOBI  |                      |    |       |                      |
|              | RWY 31  |  |                      |    |       |                      |
|              |         | 5.2 NM   | 6.5 NM               |    |       |                      |
| CATEGORY     | A       | B  | C                    | D  |       |                      |
| LPV DA       | 1157-1  | 260 (300-1)  |                      | NA |       |                      |
| LNAV/VNAV DA | 1320-1½ | 423 (500-1½)   |                      | NA |       |                      |
| LNAV MDA     | 1380-1  | 483 (500-1)  | 1380-1¼ 483 (500-1¼) | NA |       |                      |
| CIRCLING     | 1380-1  | 480 (500-1)  | 1480-1½ 580 (600-1½) | NA |       |                      |

CROOKSTON, MINNESOTA

AL-5682 (FAA)

23306

|   |                        |  |
|---|------------------------|--|
| VOR/DME GFK<br><b>114.3</b><br>Chan <b>90</b> | APP CRS<br><b>097°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>4300</b><br><b>896</b><br><b>900</b> |
|---|------------------------|--|

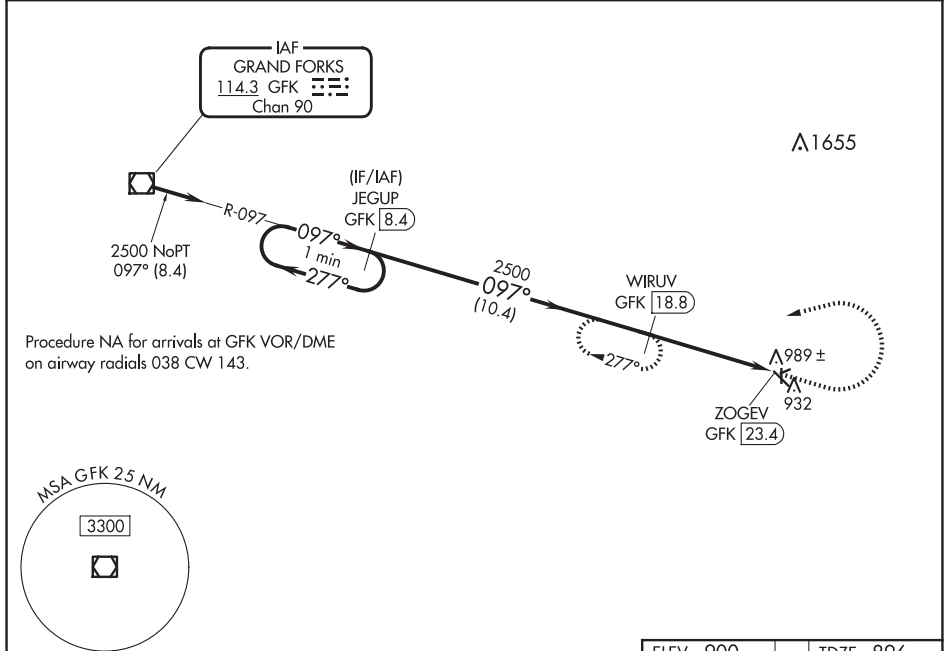
# VOR/DME RWY 13

## CROOKSTON MUNI/KIRKWOOD FLD (CKN)

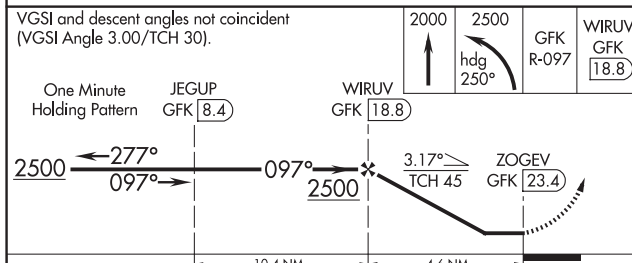
**When local altimeter setting not received, use Grand Forks Intl altimeter setting. Circling Rwy 6, 24, 17, 35 NA at night.**

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 2500 heading 250° and GFK VOR/DME R-097 to WIRUV/GFK 18.8 DME and hold.

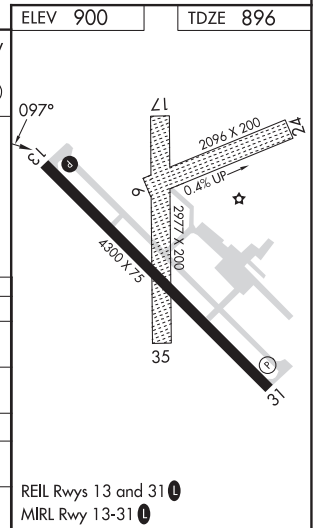
|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>126.425</b> | GRAND FORKS APP CON ★<br><b>118.1 318.1</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 30).



| CATEGORY                            | A                  | B                  | C                  | D  |
|-------------------------------------|--------------------|--------------------|--------------------|----|
| S-13                                | 1400-1 504 (500-1) | 1400-1 504 (500-1) | 1400-1 504 (500-1) | NA |
| CIRCLING                            | 1400-1 500 (500-1) | 1400-1 500 (500-1) | 1400-1 500 (500-1) | NA |
| GRAND FORKS INTL ALTIMETER MINIMUMS |                    |                    |                    |    |
| S-13                                | 1480-1 584 (600-1) | 1480-1 584 (600-1) | 1480-1 584 (600-1) | NA |
| CIRCLING                            | 1480-1 580 (600-1) | 1480-1 580 (600-1) | 1480-1 580 (600-1) | NA |



CROOKSTON, MINNESOTA  
Orig-D 02NOV23

47°51'N-96°37'W

CROOKSTON MUNI/KIRKWOOD FLD (CKN)  
**VOR/DME RWY 13**

NC-1, 12 JUN 2025 to 07 AUG 2025

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3800 |
| 304°    | TDZE     | 1948 |
|         | Apt Elev | 1950 |

RNAV (GPS) RWY 30

CROSBY MUNI (D50)

RNP APCH

▼

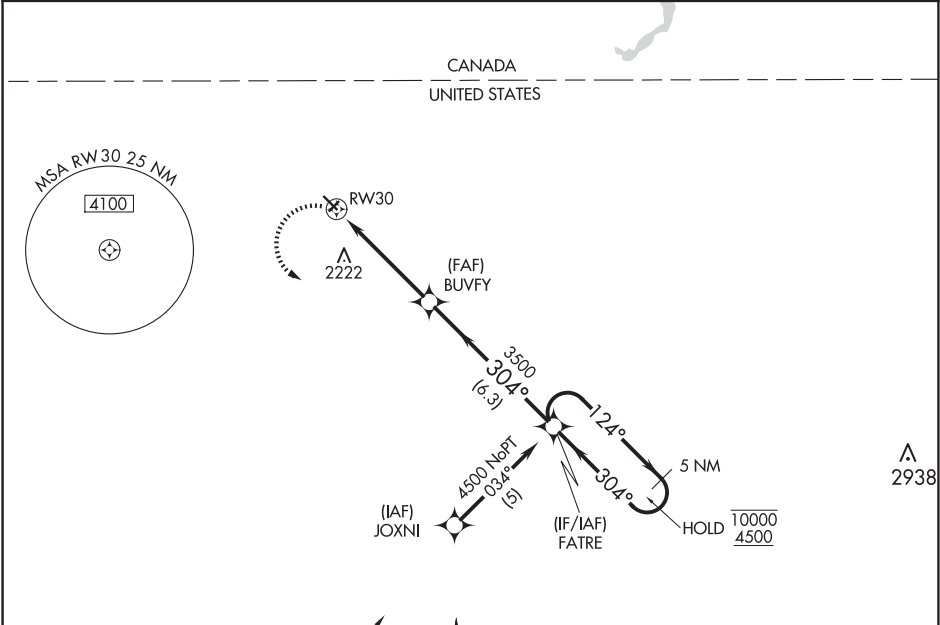
▲

Circling NA to Rwy 3 and 21. Circling Rwy 12 NA at night.

Rwy 30 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 4500 direct FATRE and hold.

|         |                       |         |
|---------|-----------------------|---------|
| AWOS-3  | SALT LAKE CITY CENTER | CTAF    |
| 118.025 | 126.85 305.2          | 122.9 0 |



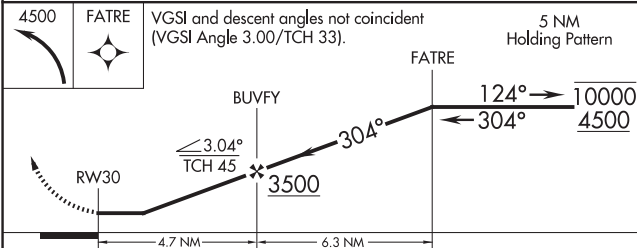
Procedure NA for arrivals at ISN  
VOR/DME on V71 northwest bound.

WILLISTON ISN

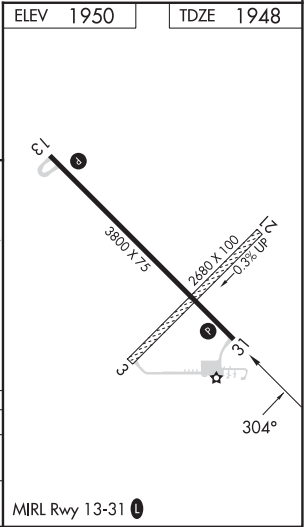
4500  
027°  
(36.7)

4500  
348°  
(28.7)

FONIA



| CATEGORY  | A      | B           | C                       | D                       |
|-----------|--------|-------------|-------------------------|-------------------------|
| LNNAV MDA | 2560-1 | 612 (700-1) | 2560-1¾<br>612 (700-1¾) | 2560-2<br>612 (700-2)   |
| CIRCLING  | 2560-1 | 610 (700-1) | 2560-1¾<br>610 (700-1¾) | 2640-2¼<br>690 (700-2¼) |





|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>40048</b><br><b>W34A</b> | APP CRS<br><b>337°</b> | Rwy Idg <b>3700</b><br>TDZE <b>1730</b><br>Apt Elev <b>1730</b> |
|--|------------------------|---|

RNAV (GPS) RWY 34

WILDER (6E5)

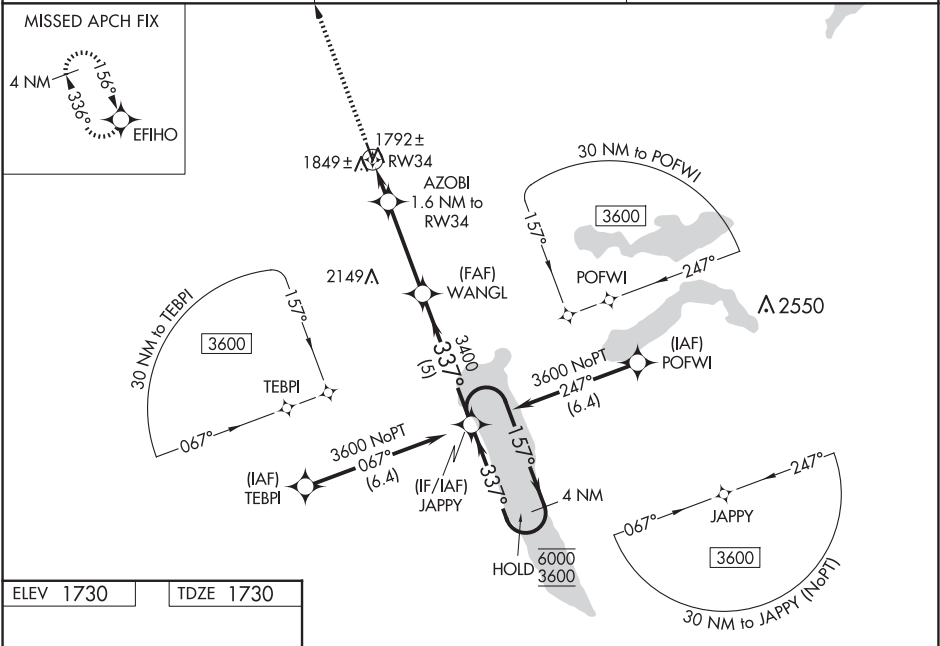
RNP APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Rwy 34 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using MDS altimeter setting. When local altimeter setting not received, use MDS altimeter setting and increase LPV DA to 2056 feet; increase LNAV/VNAV DA to 2180 feet and all visibilities 3/4 SM. Increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3600 direct EFIHO and hold.

|                          |   |                       |
|--------------------------|---|-----------------------|
| AWOS-3P<br><b>118.15</b> | MINNEAPOLIS CENTER<br><b>126.25 339.8</b> | CTAF<br><b>122.90</b> |
|--------------------------|---|-----------------------|



ELEV 1730

TDZE 1730

3600

EFIHO

AZOBI

1.6 NM to RW34

WANGL

3400

JAPPY

4 NM Holding Pattern

1.1 NM to RW34

2280

3400

337°

157°

6000

3600

GP 3.00°

TCH 35

| CATEGORY     | A                     | B                     | C | D  |
|--------------|-----------------------|-----------------------|---|----|
| LPV DA       | 1980-1                | 250 (300-1)           |   | NA |
| LNAV/VNAV DA | 2100-1                | 370 (400-1)           |   | NA |
| LNAV MDA     | 2100-1                | 370 (400-1)           |   | NA |
| CIRCLING     | 2180-1<br>450 (500-1) | 2220-1<br>490 (500-1) |   | NA |

DETROIT LAKES, MINNESOTA

AL-5634 (FAA)

22363

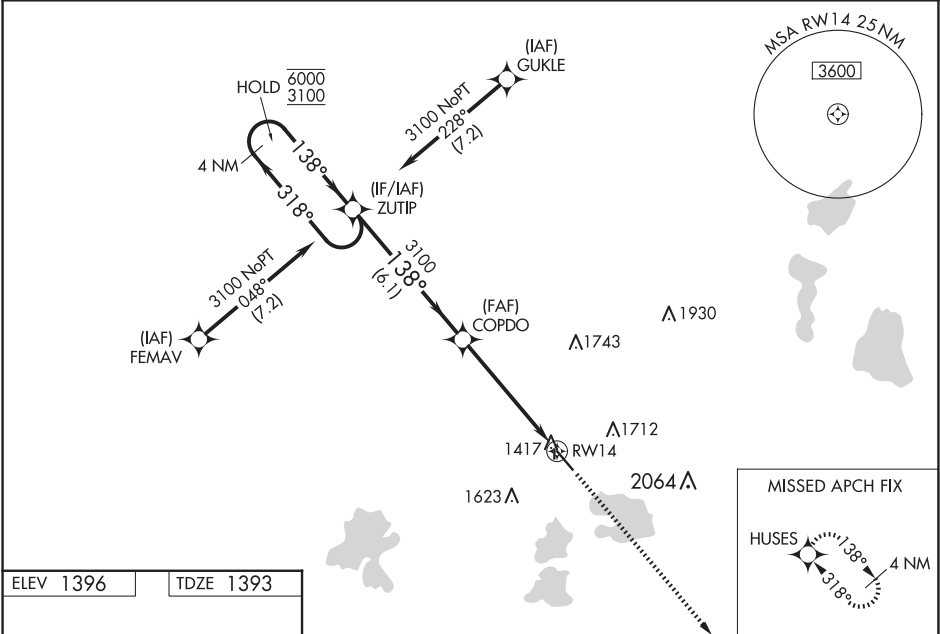
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>82643</b><br><b>W14A</b> | APP CRS<br><b>138°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5201</b><br><b>1393</b><br><b>1396</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 14

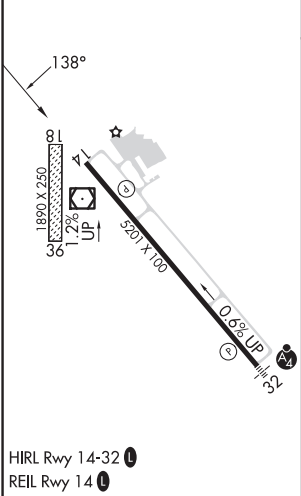
DETROIT LAKES/WETHING FLD (DTL)

|           |   |   |
|-----------|---|---|
| RNP APCH. | <p><b>⚠</b> Circling NA to Rwy 18 and 36. Baro-VNAV and VDP NA when using Park Rapids altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Park Rapids altimeter setting: increase DA to 1728 feet and all visibilities ¼ SM, increase all MDA 100 feet and visibility Cats C and D ¼ SM.</p> | MISSED APPROACH: Climb to 3100 direct HUSES and hold. |
|-----------|---|---|

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| AWOS-3PT<br><b>119.075</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1396 | TDZE 1393 |
|-----------|-----------|



|                      |                       |                       |                       |                         |       |
|----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------|
| 4 NM Holding Pattern |                       | ZUTIP                 | COPDO                 | 3100                    | HUSES |
| 6000<br>3100         |                       | ← 318°<br>138° →      | 138° →                | 3100                    |       |
| GP 3.00°<br>TCH 43   |                       |                       |                       |                         |       |
|                      |                       | 6.1 NM                | 4.1 NM                | 1.1                     |       |
| CATEGORY             | A                     | B                     | C                     | D                       |       |
| LPV DA               | 1643-1                |                       | 250 (300-1)           |                         |       |
| LNAV/VNAV DA         | 1643-1                |                       | 250 (300-1)           |                         |       |
| LNAV MDA             | 1780-1                |                       | 387 (400-1)           | 1780-1½ 387 (400-1½)    |       |
| CIRCLING             | 1820-1<br>424 (500-1) | 1860-1<br>464 (500-1) | 2080-2<br>684 (700-2) | 2140-2½<br>744 (800-2½) |       |

DETROIT LAKES, MINNESOTA  
Amdt 2A 29DEC22

46°50'N-95°53'W

DETROIT LAKES/WETHING FLD (DTL)

RNAV (GPS) RWY 14

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

DETROIT LAKES, MINNESOTA

AL-5634 (FAA)

22195

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86704</b><br><b>W32A</b> | APP CRS<br><b>318°</b> | Rwy Idg <b>5201</b><br>TDZE <b>1372</b><br>Apt Elev <b>1396</b> |
|--|------------------------|---|

RNAV (GPS) RWY 32  
DETROIT LAKES/WETHING FLD (DTL)

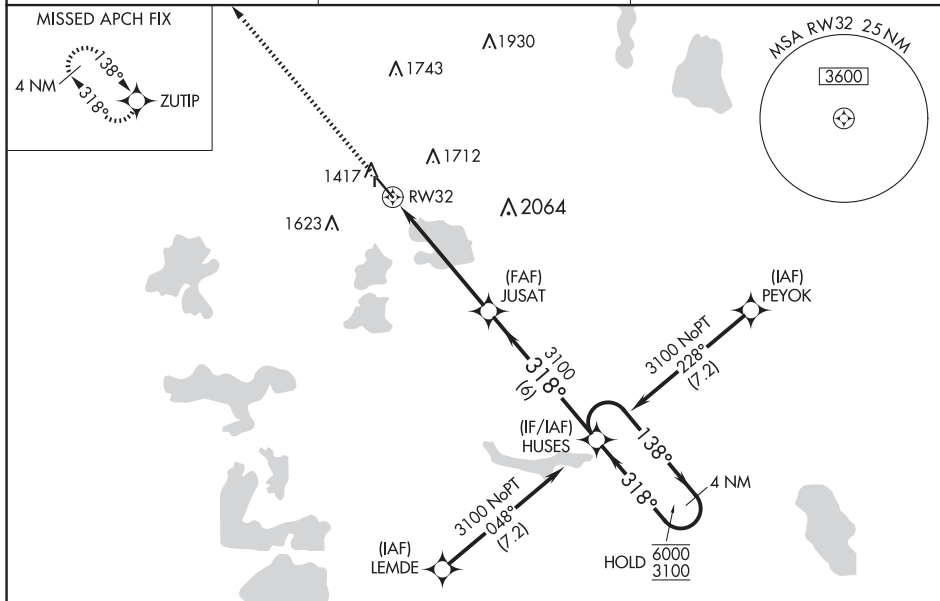
RNP APCH-GPS.

**T** Circling NA to Rwy 18 and 36. Inop table does not apply to LPV.  
**A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV alt Cats visibility to 7/8 SM.

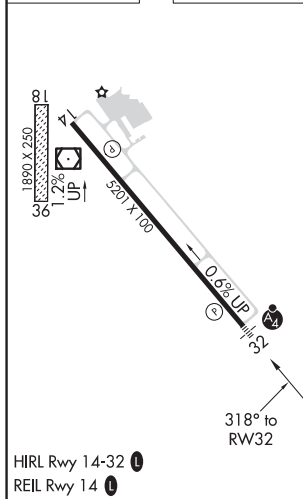
MALSF

**MISSED APPROACH:** Climb to 3100  
direct ZUTIP and hold.

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| AWOS-3PT<br><b>119.075</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|



|           |  |           |
|-----------|--|-----------|
| ELEV 1396 |  | TDZE 1372 |
|-----------|--|-----------|

[illegible]

DETROIT LAKES, MINNESOTA

Amdt 2B 14JUL22

DETROIT LAKES/WETHING FLD (DTL)

RNAV (GPS) RWY 32

46°49'N-95°53'W

103

NC-1, 12 JUN 2025 to 07 AUG 2025

DETROIT LAKES, MINNESOTA

AL-5634 (FAA)

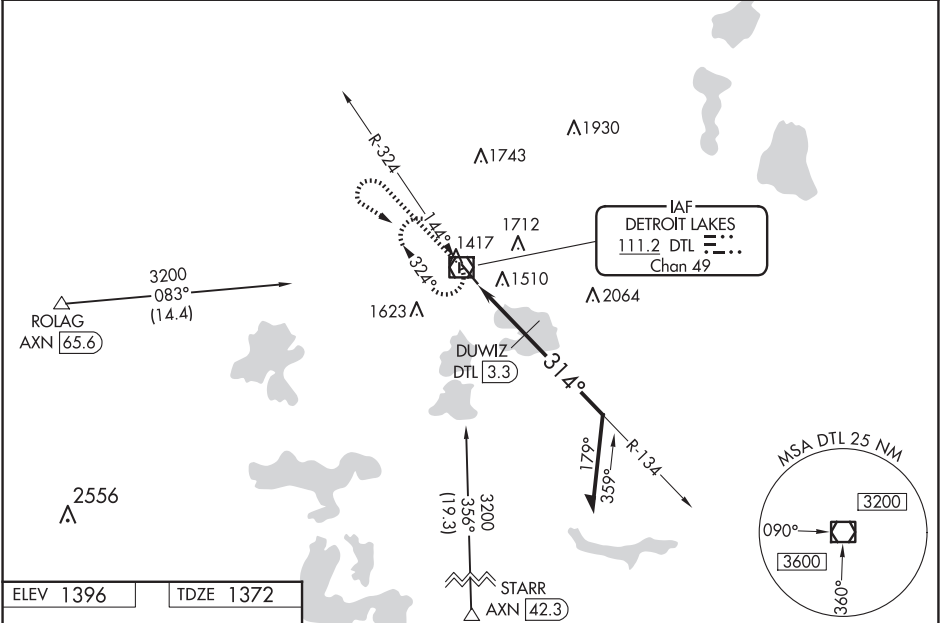
21336

|             |         |          |      |
|-------------|---------|----------|------|
| VOR/DME DTL | APP CRS | Rwy Idg  | 5201 |
| 111.2       | 314°    | TDZE     | 1372 |
| Chan 49     |         | Apt Elev | 1396 |

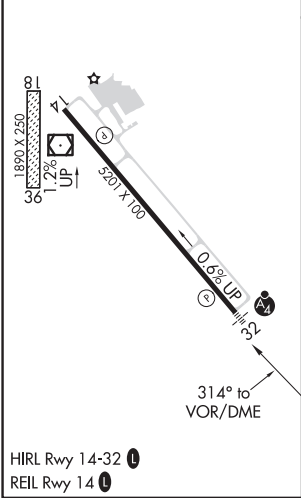
VOR RWY 32  
DETROIT LAKES/WETHING FLD (DTL)

|   |                     |  |
|---|---------------------|--|
| <p><b>NA</b> Circling NA to Rwy's 18 and 36. VDP NA with Park Rapids altimeter setting. When local altimeter setting not received, use Park Rapids altimeter setting and increase all MDA 100 feet and visibility Cat A ¼ SM, Cats C and D ½ SM and Circling Cats A and C ¼ SM, Cat D ½ SM. DUWIZ fix minimums: increase visibility Cats C and D ¼ SM. For inop ALS, increase S-32 Cats C and D visibility to 2½ SM. Inop table does not apply to S-32 Cats C and D when using Park Rapids altimeter setting.</p> | <p><b>MALSF</b></p> | <p><b>MISSED APPROACH:</b> Climb to 2500 then climbing left turn to 3200 direct DTL VOR/DME and hold, continue climb-in-hold 3200.</p> |
|---|---------------------|--|

|                     |                                   |                        |
|---------------------|-----------------------------------|------------------------|
| AWOS-3PT<br>119.075 | MINNEAPOLIS CENTER<br>126.1 269.2 | UNICOM<br>122.8 (CTAF) |
|---------------------|-----------------------------------|------------------------|



|           |           |
|-----------|-----------|
| ELEV 1396 | TDZE 1372 |
|-----------|-----------|



|  |                       |                           |                           |   |
|--|-----------------------|---------------------------|---------------------------|---|
| 2500   | 3200                  | DTL                       | DTL VOR/DME               | *2300 when using Park Rapids altimeter setting. |
| ↑  | ↶                     | ☐                         | ☐                         | ☐   |
| <p>1734°</p> <p>DUWIZ DTL 3.3</p> <p>DTL 1.9</p> <p>3.00°</p> <p>TCH 42</p> <p>314°</p> <p>2200*</p> <p>3200</p> <p>1.1 NM</p> <p>1.4 NM</p> |                       |                           |                           |   |
| *2300 when using Park Rapids altimeter setting.  |                       |                           |                           |   |
| Remain within 10 NM  |                       |                           |                           |   |
| CATEGORY   | A                     | B                         | C                         | D   |
| S-32   | 2200-¾<br>828 (900-¾) | 2200-1<br>828 (900-1)     | 2200-2<br>828 (900-2)     | 828 (900-2)                                     |
| CIRCLING   | 2200-1<br>804 (900-1) | 2200-1¼<br>804 (900-1¼)   | 2200-2½<br>804 (900-2½)   | 804 (900-2½)                                    |
| DUWIZ FIX MINIMUMS   |                       |                           |                           |   |
| S-32   | 1760-¾<br>388 (400-¾) | 1760-7/8<br>388 (400-7/8) | 1760-7/8<br>388 (400-7/8) | 388 (400-7/8)                                   |
| CIRCLING   | 1820-1<br>424 (500-1) | 1860-1<br>464 (500-1)     | 2080-2<br>684 (700-2)     | 2140-2½<br>744 (800-2½)                         |

DETROIT LAKES, MINNESOTA  
Amdt 2 25FEB21

46°50'N-95°53'W

DETROIT LAKES/WETHING FLD (DTL)  
VOR RWY 32


NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

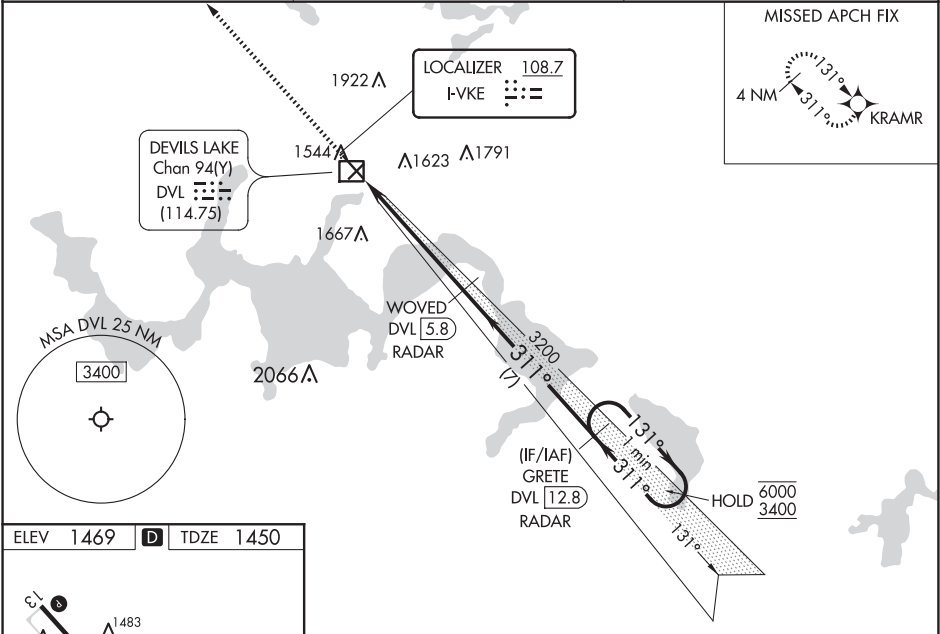


|           |         |          |      |
|-----------|---------|----------|------|
| LOC I-VKE | APP CRS | Rwy Idg  | 6400 |
| 108.7     | 311°    | TDZE     | 1450 |
|           |         | Apt Elev | 1469 |

ILS or LOC RWY 31  
DEVILS LAKE RGNL (DVL)

|   |  |   |   |
|---|--|---|---|
| RNP APCH - GPS.   |  | <div>MALSR</div> <div></div> | MISSED APPROACH: Climb to 3400 direct KRAMR and hold. |
| DME or RADAR required.  |  |   |   |
| <div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div><div>NA</div></div></div> | VDP NA when using Cando altimeter setting. When local altimeter setting not received, use Cando altimeter setting and increase S-ILS 31 DA to 1711 feet; increase all MDAs 80 feet and S-LOC 31 visibility Cat C/D ½ SM, and Circling visibility Cat C/D ¼ SM. DME from DVL DME. DME use requires simultaneous reception of I-VKE and DVL DME. For inop ALS when using Cando altimeter setting, increase S-ILS 31 all Cats visibility to ¾ SM. For inop ALS, increase S-LOC 31 Cat C/D visibility to 1 ¾ SM. |   |   |

|                     |                                   |                          |
|---------------------|-----------------------------------|--------------------------|
| AWOS-3PT<br>125.875 | MINNEAPOLIS CENTER<br>124.2 270.3 | UNICOM<br>122.8 (CTAF) 0 |
|---------------------|-----------------------------------|--------------------------|



|                   |      |                     |
|-------------------|------|---------------------|
| ELEV 1469         | D    | TDZE 1450           |
|                   |      |                     |
| FAF to MAP 5.4 NM |      |                     |
| Knots             | 60   | 90 120 150 180      |
| Min:Sec           | 5:24 | 3:36 2:42 2:10 1:48 |

|            |                        |                      |   |
|------------|------------------------|----------------------|---|
| 3400 KRAMR | WOVED DVL 5.8 RADAR    | GRETE DVL 12.8 RADAR | One Minute Holding Pattern                            |
| DVL 0.5    | DVL 1.8                | 3200                 | 131° 6000 3400  |
| 1.4 NM     | 4 NM                   | 7 NM                 | GS 3.00° TCH 44                                       |
| CATEGORY   | A                      | B                    | C D   |
| S-ILS 31   | 1650-1/2 200 (200-1/2) |                      |   |
| S-LOC 31   | 1920-1/2 470 (500-1/2) |                      | 1920-1 470 (500-1)                                    |
| CIRCLING   | 2000-1 531 (600-1)     |                      | 2240-2 1/4 771 (800-2 1/4) 2240-2 1/2 771 (800-2 1/2) |

DEVILS LAKE, NORTH DAKOTA

AL-5305 (FAA)

23222

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>93608</b><br><b>W03A</b> | APP CRS<br><b>038°</b> | Rwy Idg <b>4314</b><br>TDZE <b>1450</b><br>Apt Elev <b>1470</b> |
|--|------------------------|---|

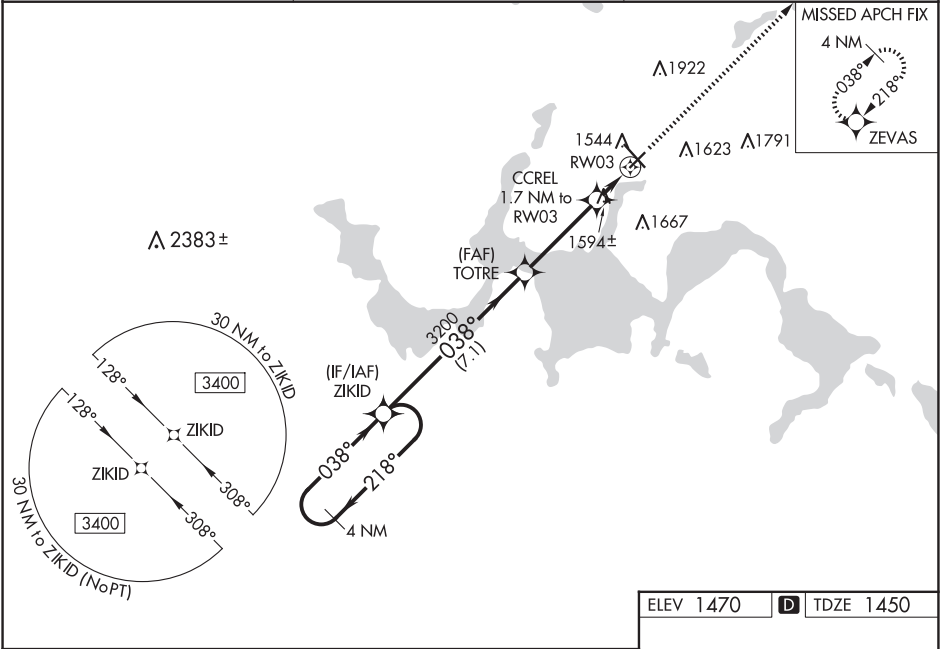
# RNAV (GPS) RWY 3

DEVILS LAKE RGNL (DVL)

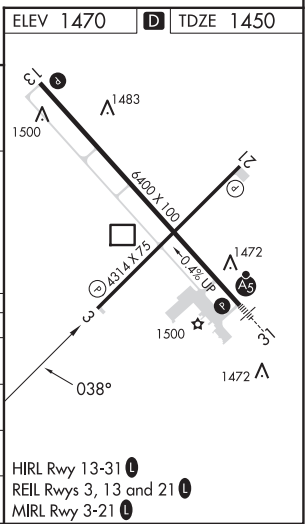
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cando altimeter setting and increase all DA 63 feet, and all MDA 80 feet, increase LNAV/VNAV all Cats visibility 1/8 mile, LNAV and Circling Cat C and D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA when using Cando altimeter setting.

MISSED APPROACH: Climb to 3400 direct ZEVAS and hold.

|                            |  |  |
|----------------------------|--|--|
| AWOS-3PT<br><b>125.875</b> | MINNEAPOLIS CENTER<br><b>124.2 270.3</b> | UNICOM<br><b>122.8 (CTAF)</b> <b>📶</b> |
|----------------------------|--|--|



|  |                    |             |                 |                 |
|--|--------------------|-------------|-----------------|-----------------|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25). |                    |             |                 |                 |
| 4 NM Holding Pattern   |                    |             |                 |                 |
| 3400 ← 218° / 038° →   |                    |             |                 |                 |
| GP 3.00° TCH 50  |                    |             |                 |                 |
| 7.1 NM 3.6 NM 1.7 NM   |                    |             |                 |                 |
| CATEGORY   | A                  | B           | C               | D               |
| LPV DA   | 1700-1 250 (300-1) |             |                 |                 |
| LNAV/VNAV DA   | 1714-1 264 (300-1) |             |                 |                 |
| LNAV MDA   | 1860-1             | 410 (400-1) | 1860-1 1/8      | 410 (400-1 1/8) |
| CIRCLING   | 2000-1             | 530 (600-1) | 2240-2 1/4      | 2240-2 1/2      |
|  |                    |             | 770 (800-2 1/4) | 770 (800-2 1/2) |



DEVILS LAKE, NORTH DAKOTA  
Amdt 2B 11DEC14

48°07'N-98°55'W

DEVILS LAKE RGNL (DVL)  
**RNAV (GPS) RWY 3**

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>78417</b><br><b>W21A</b> | APP CRS<br><b>218°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4314</b><br><b>1449</b><br><b>1470</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 21

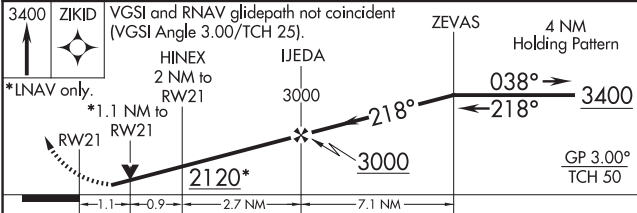
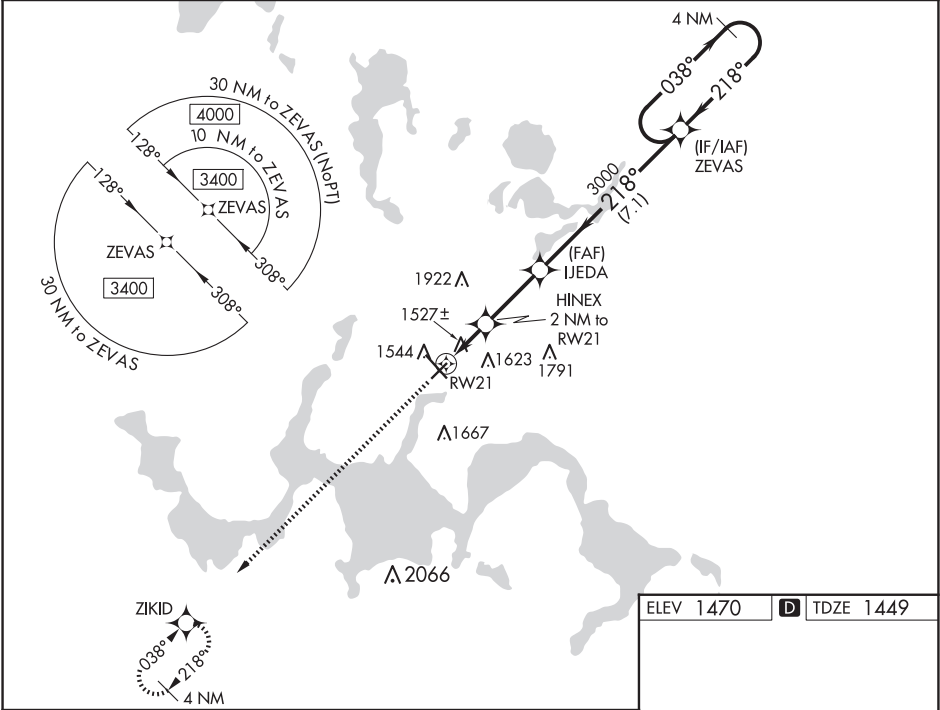
DEVILS LAKE RGNL (DVL)

⚠

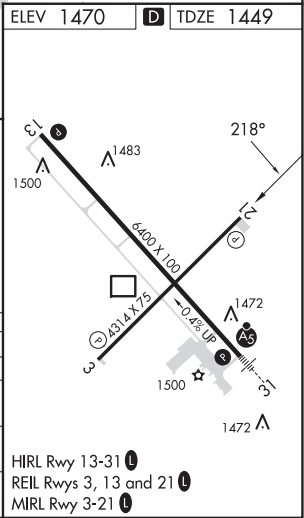
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Cando altimeter setting. VDP NA with Cando altimeter setting. When local altimeter setting not received, use Cando altimeter setting and increase all DA 63 feet, and all MDA 80 feet, increase LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3400 direct ZIKID and hold.

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| AWOS-3PT<br><b>125.875</b> | MINNEAPOLIS CENTER<br><b>124.2 270.3</b> | UNICOM<br><b>122.8 (CTAF) ①</b> |
|----------------------------|--|---------------------------------|



| CATEGORY     | A      | B           | C                       | D                       |
|--------------|--------|-------------|-------------------------|-------------------------|
| LPV DA       |        | 1699-1      | 250 (300-1)             |                         |
| LNAV/VNAV DA |        | 1699-1      | 250 (300-1)             |                         |
| LNAV MDA     |        | 1800-1      | 351 (400-1)             |                         |
| CIRCLING     | 2000-1 | 530 (600-1) | 2240-2¼<br>770 (800-2¼) | 2240-2½<br>770 (800-2½) |



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>58314</b><br><b>W31A</b> | APP CRS<br><b>311°</b> | Rwy ldg<br>TDZE<br>Apt Elev | <b>6400</b><br><b>1450</b><br><b>1469</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 31

DEVILS LAKE RGNL (DVL)

RNP APCH - GPS.

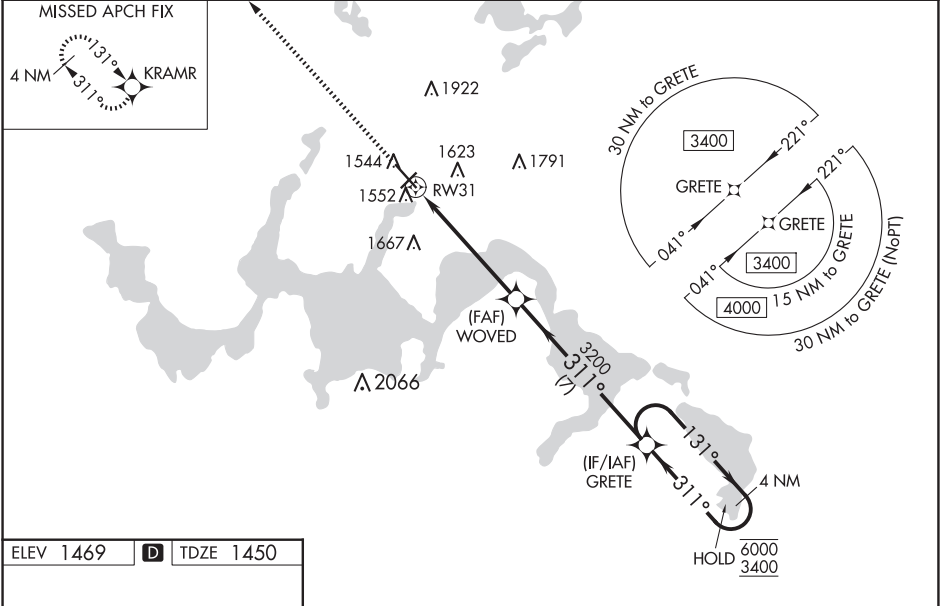
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using Cando altimeter setting. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM, LNAV Cats C/D visibility to 1 SM. When local altimeter setting not received, use Cando altimeter setting and increase LPV DA 1711 feet, LNAV/VNAV DA to 1782 feet; increase all MDAs 80 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM. For inop ALS when using Cando altimeter setting, increase LPV all Cats visibility to ¾ SM.

MALSR

MISSED APPROACH: Climb to 3400 direct KRAMR and hold.

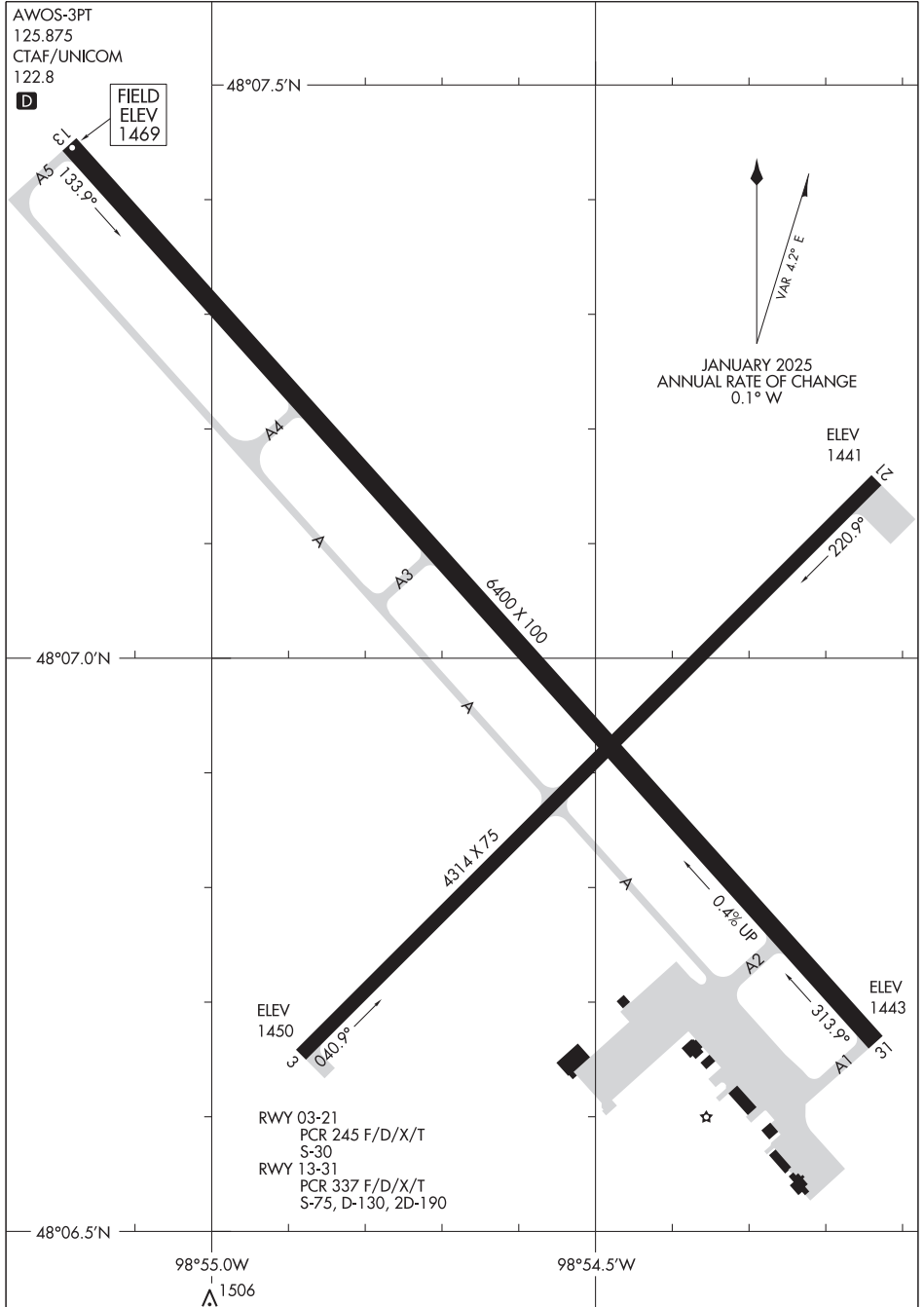
|                            |  |                                 |
|----------------------------|--|---------------------------------|
| AWOS-3PT<br><b>125.875</b> | MINNEAPOLIS CENTER<br><b>124.2 270.3</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|



## AIRPORT DIAGRAM

AL-5305 (FAA)

DEVILS LAKE RGNL (DVL)  
DEVILS LAKE, NORTH DAKOTA



## AIRPORT DIAGRAM

25107

DEVILS LAKE, NORTH DAKOTA  
DEVILS LAKE RGNL (DVL)

NC-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-DIK  
**108.3**  
Chan **20**

APP CRS  
**320°**

Rwy Idg  
TDZE **2587**  
Apt Elev **2592**

DICKINSON/THEODORE ROOSEVELT RGNL (DIK)

ILS or LOC RWY 32

DME required.

RNP APCH - GPS. From NEXRU or YURTS.

▼

▲

NA

Use I-DIK DME when on the localizer course. For inop ALS, increase S-LOC 32 Cat C/D visibility to 1½ SM.

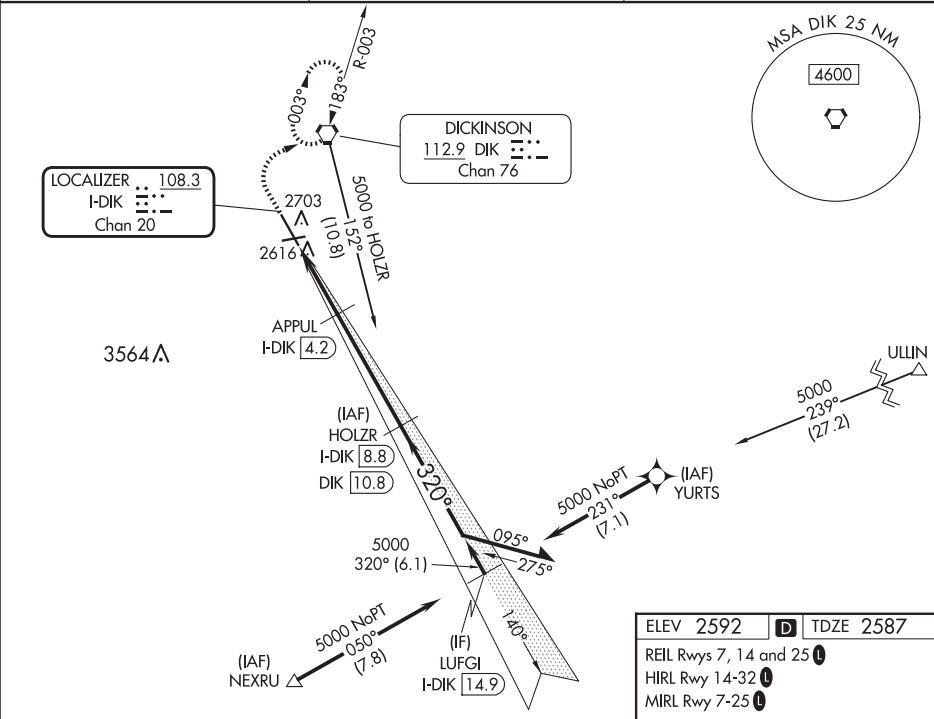
MALSR

AS

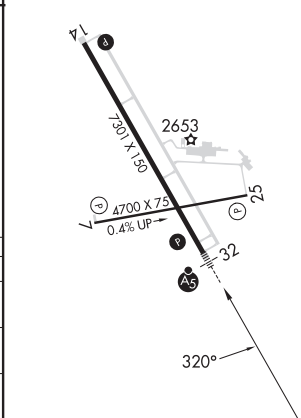
5

MISSED APPROACH: Climb to 3000, then climbing right turn to 5000 direct DIK VORTAC and hold, continue climb-in-hold to 5000.

|                        |   |                                 |
|------------------------|---|---------------------------------|
| ASOS<br><b>118.375</b> | MINNEAPOLIS CENTER<br><b>124.25 236.825</b> | UNICOM<br><b>123.0 (CTAF) 1</b> |
|------------------------|---|---------------------------------|



|          |      |                    |   |                      |   |                    |
|----------|------|--------------------|---|----------------------|---|--------------------|
| 3000     | 5000 | DIK                |   |                      |   |                    |
| ↑        | ↗    | ◻                  |   |                      |   |                    |
|          |      |                    |   |                      |   |                    |
| CATEGORY |      |                    | A | B                    | C | D                  |
| S-ILS 32 |      | 2787-½ 200 (200-½) |   |                      |   |                    |
| S-LOC 32 |      | 3000-½ 413 (500-½) |   | 3000-¾ 413 (500-¾)   |   |                    |
| CIRCLING |      | 3060-1 468 (500-1) |   | 3120-1½ 528 (600-1½) |   | 3200-2 608 (700-2) |



DICKINSON, NORTH DAKOTA

AL-120 (FAA)

24193

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>90544</b><br><b>W07A</b> | APP CRS<br><b>070°</b> | Rwy ldg <b>4700</b><br>TDZE <b>2583</b><br>Apt Elev <b>2592</b> |
|--|------------------------|---|

RNAV (GPS) RWY 7

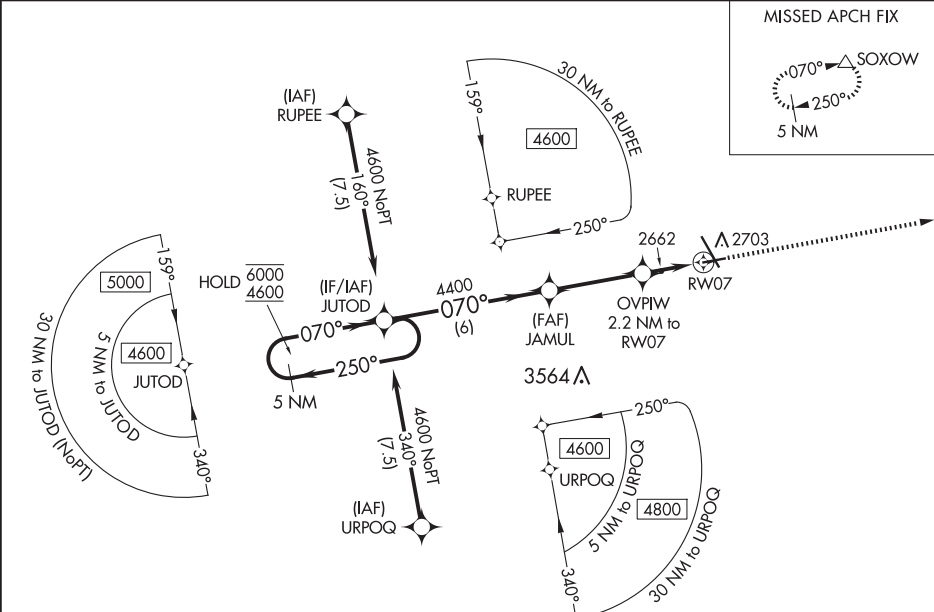
DICKINSON/THEODORE ROOSEVELT RGNL (DIK)

RNP APCH - GPS.

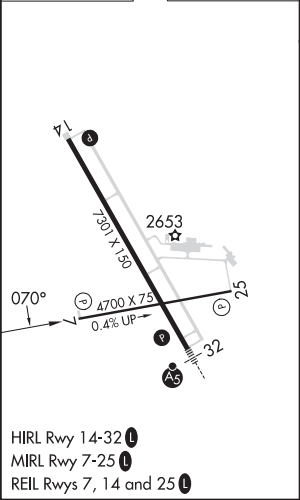
Rwy 7 helicopter visibility reduction below ¾ SM NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C.

MISSED APPROACH: Climb to 4600 direct SOXOW and hold.

|                        |   |                                 |
|------------------------|---|---------------------------------|
| ASOS<br><b>118.375</b> | MINNEAPOLIS CENTER<br><b>124.25 236.825</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|------------------------|---|---------------------------------|



|                  |          |                  |
|------------------|----------|------------------|
| ELEV <b>2592</b> | <b>D</b> | TDZE <b>2583</b> |
|------------------|----------|------------------|



|  |        |             |                         |                       |       |
|--|--------|-------------|-------------------------|-----------------------|-------|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27). |        |             |                         | 4600                  | SOXOW |
| 5 NM Holding Pattern   |        |             |                         | ↑                     | △     |
| JUTOD  |        |             |                         |                       |       |
| 6000 ← 250°  |        |             |                         |                       |       |
| 4600 → 070°  |        |             |                         |                       |       |
| GP 3.00° TCH 45  |        |             |                         |                       |       |
| JAMUL  |        |             |                         |                       |       |
| 4400   |        |             |                         |                       |       |
| OVPW 2.2 NM to RW07  |        |             |                         |                       |       |
| 1 NM to RW07   |        |             |                         |                       |       |
| RW07   |        |             |                         |                       |       |
| 3320   |        |             |                         |                       |       |
| 6 NM   |        |             |                         |                       |       |
| 3.4 NM   |        |             |                         |                       |       |
| 1.2 NM   |        |             |                         |                       |       |
| 1 NM   |        |             |                         |                       |       |
| CATEGORY   | A      | B           | C                       | D                     |       |
| LPV DA   |        | 2833-1      | 250 (300-1)             |                       |       |
| LNAV/VNAV DA   |        | 2833-1      | 250 (300-1)             |                       |       |
| LNAV MDA   |        | 2920-1      | 337 (400-1)             |                       |       |
| CIRCLING   | 3060-1 | 468 (500-1) | 3120-1½<br>528 (600-1½) | 3200-2<br>608 (700-2) |       |

DICKINSON, NORTH DAKOTA  
Orig 03NOV22

DICKINSON/THEODORE ROOSEVELT RGNL (DIK)  
46°48'N-102°48'W  
RNAV (GPS) RWY 7

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

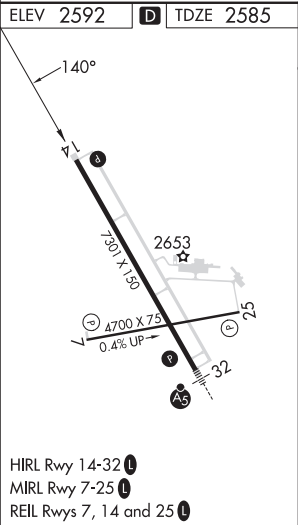
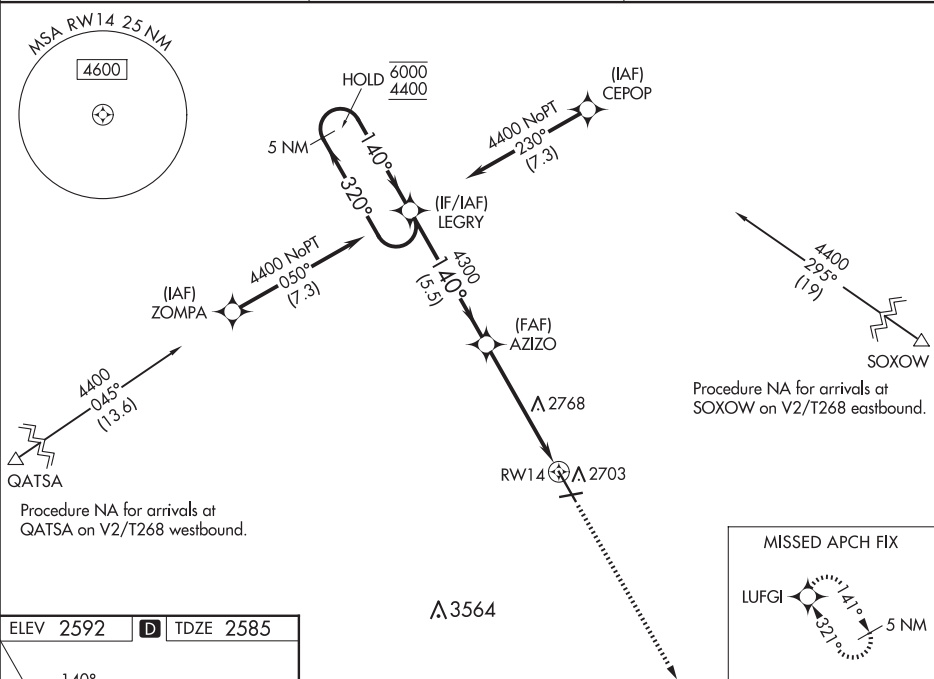


RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct LUFGI and hold.

|                 |                                      |                          |
|-----------------|--------------------------------------|--------------------------|
| ASOS<br>118.375 | MINNEAPOLIS CENTER<br>124.25 236.825 | UNICOM<br>123.0 (CTAF) 0 |
|-----------------|--------------------------------------|--------------------------|



|                      |                    |   |                      |                    |        |
|----------------------|--------------------|---|----------------------|--------------------|--------|
| 5 NM Holding Pattern |                    |   |                      | 5000               | LUFGI  |
| LEGRY                |                    |   |                      |                    |        |
| AZIZO                |                    |   |                      |                    |        |
| 1.2 NM to RW14       |                    |   |                      |                    |        |
| RW14                 |                    |   |                      |                    |        |
| 5.5 NM               |                    |   |                      | 4 NM               | 1.2 NM |
| CATEGORY             | A                  | B | C                    | D                  |        |
| LPV DA               | 2785-¾ 200 (200-¾) |   |                      |                    |        |
| LNAV/VNAV DA         | 2835-¾ 250 (300-¾) |   |                      |                    |        |
| LNAV MDA             | 3020-1 435 (500-1) |   | 3020-1¼ 435 (500-1¼) |                    |        |
| CIRCLING             | 3060-1 468 (500-1) |   | 3120-1½ 528 (600-1½) | 3200-2 608 (700-2) |        |

DICKINSON, NORTH DAKOTA

AL-120 (FAA)

24193

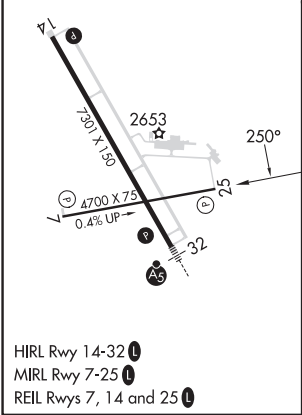
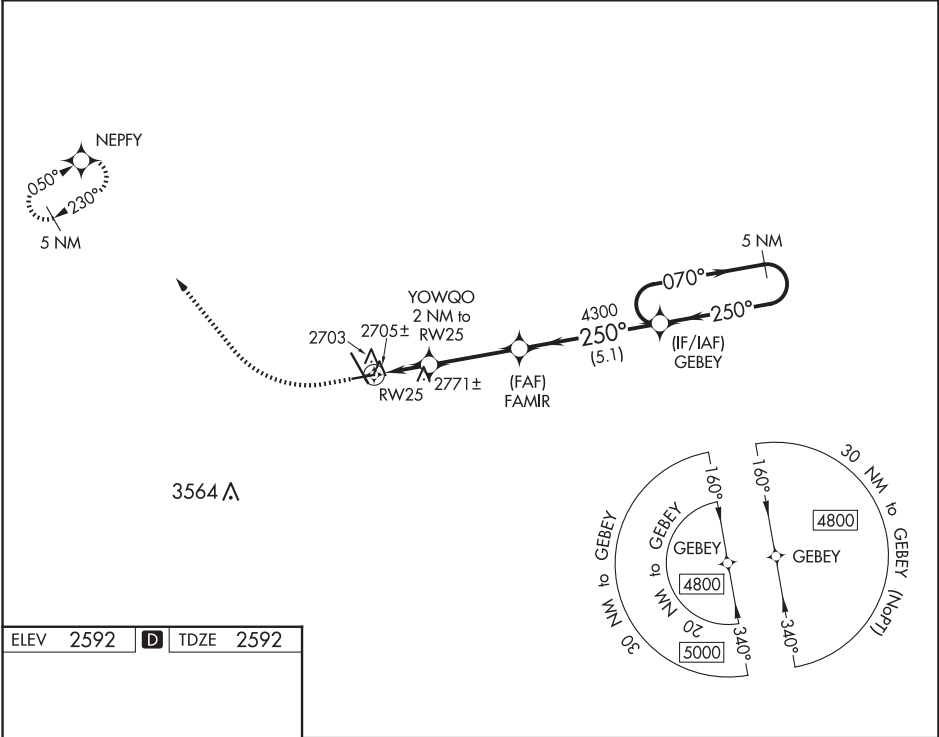
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>82534</b><br><b>W25A</b> | APP CRS<br><b>250°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4700</b><br><b>2592</b><br><b>2592</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 25

DICKINSON/THEODORE ROOSEVELT RGNL (DIK)

|   |  |
|---|--|
| RNP APCH.<br>▼ Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Bowman altimeter setting and increase all MDA 160 feet and visibility Cats C and D ½ SM.<br>⚠ | MISSED APPROACH: Climb to 3200 then climbing right turn to 4800 direct NEPFY and hold. |
|---|--|

|                        |   |                                 |
|------------------------|---|---------------------------------|
| ASOS<br><b>118.375</b> | MINNEAPOLIS CENTER<br><b>124.25 236.825</b> | UNICOM<br><b>123.0 (CTAF) 1</b> |
|------------------------|---|---------------------------------|



3200

↑

4800

↗

NEPFY

✦

FAMIR

GEBEY

5 NM Holding Pattern

070° →

← 250°

4800

250°

3.00°

TCH 28

4300

YOWQO

2 NM to RW25

3240

RW25

2 NM

3.3 NM

5.1 NM

| CATEGORY   |     | A                     |                       | B | C                       | D                     |
|------------|-----|-----------------------|-----------------------|---|-------------------------|-----------------------|
| LP         | MDA | 2980-1                | 388 (400-1)           |   | 2980-1½                 | 388 (400-1½)          |
| LNAV       | MDA | 3060-1                | 468 (500-1)           |   | 3060-1¾                 | 468 (500-1¾)          |
| ✪ CIRCLING |     | 3080-1<br>488 (500-1) | 3100-1<br>508 (600-1) |   | 3120-1½<br>528 (600-1½) | 3220-2<br>628 (700-2) |

DICKINSON, NORTH DAKOTA  
Orig-B 24MAY18

DICKINSON/THEODORE ROOSEVELT RGNL (DIK)  
46°48'N-102°48'W  
RNAV (GPS) RWY 25

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>50544</b><br><b>W32A</b> | APP CRS<br><b>320°</b> | Rwy Idg<br>TDZE <b>2587</b><br>Apt Elev <b>2592</b> | <b>7301</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 32

DICKINSON/THEODORE ROOSEVELT RGNL (DIK)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat C/D visibility to ¾ SM.

MALSR

A5

MISSED APPROACH: Climb to 4400 direct LEGRY and hold.

|                        |   |                               |
|------------------------|---|-------------------------------|
| ASOS<br><b>118.375</b> | MINNEAPOLIS CENTER<br><b>124.25 236.825</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|------------------------|---|-------------------------------|

MISSED APCH FIX

5 NM

40°

320°

LEGRY

3564 Δ

Δ2703

2626 RW32

APPUL 2.9 NM to RW32

(FAF) HOLZR

5000

(IF/IAF) LUFGI

5000 NoPT 231° (7.1)

(IAF) YURTS

5000 NoPT 050° (7.8)

(IAF) NEXRU Δ

5 NM

HOLD 6000 5000

ULLIN

5000 239° (27.2)

MSA RW32 25 NM

4600

Procedure NA for arrivals at ULLIN on T268 and V2 eastbound.

Procedure NA for arrivals at NEXRU on V491 southbound.

4400 LEGRY

HOLZR

LUFGI

5 NM Holding Pattern

APPUL 2.9 NM to RW32

0.8 NM to RW32

320°

321°

141°

6000 5000

GP 3.00° TCH 50

0.8 NM 2.1 NM 4.6 NM 6.1 NM

ELEV 2592 D TDZE 2587

HIRL Rwy 14-32

MIRL Rwy 7-25

REIL Rws 7, 14 and 25

2653

4700 X 75

0.4% UP

32

320°

| CATEGORY     | A      | B           | C                       | D                     |
|--------------|--------|-------------|-------------------------|-----------------------|
| LPV DA       | 2787-½ |             | 200 (200-½)             |                       |
| LNAV/VNAV DA | 2837-½ |             | 250 (300-½)             |                       |
| LNAV MDA     | 2880-½ |             | 293 (300-½)             |                       |
| CIRCLING     | 3060-1 | 468 (500-1) | 3120-1½<br>528 (600-1½) | 3200-2<br>608 (700-2) |

DICKINSON, NORTH DAKOTA

DICKINSON/THEODORE ROOSEVELT RGNL (DIK)

Orig 03NOV22

46°48'N-102°48'W

RNAV (GPS) RWY 32

115

|   |                        |   |
|---|------------------------|---|
| VORTAC DIK<br><b><u>112.9</u></b><br>Chan <b>76</b> | APP CRS<br><b>183°</b> | Rwy Idg <b>N/A</b><br>TDZE <b>N/A</b><br>Apt Elev <b>2592</b> |
|---|------------------------|---|

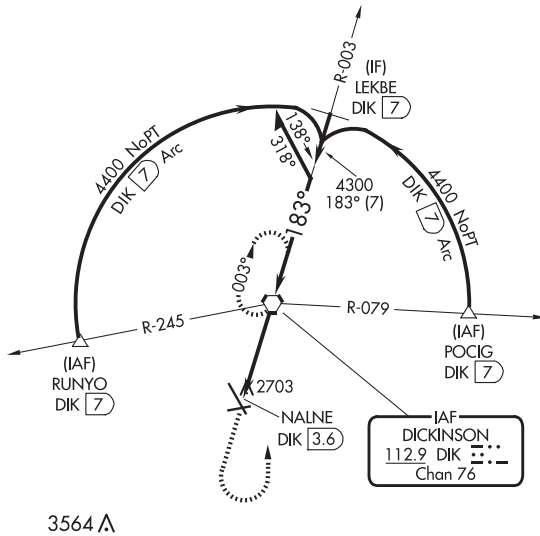
VOR-A

DICKINSON/THEODORE ROOSEVELT RGNL (DIK)

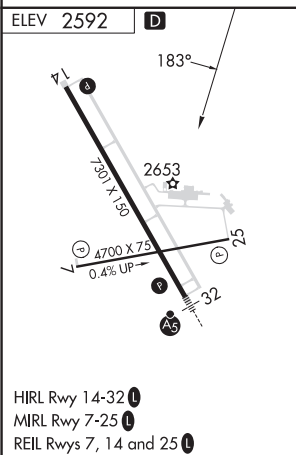
**T** When local altimeter setting not received, use Bowman  
**A** altimeter setting and increase all MDAs 280 feet, increase  
Circling Cat C visibility  $\frac{3}{4}$  SM, Cat D visibility 1 SM.

MISSED APPROACH: Climb to 4600 then turn left direct DIK VORTAC and hold.

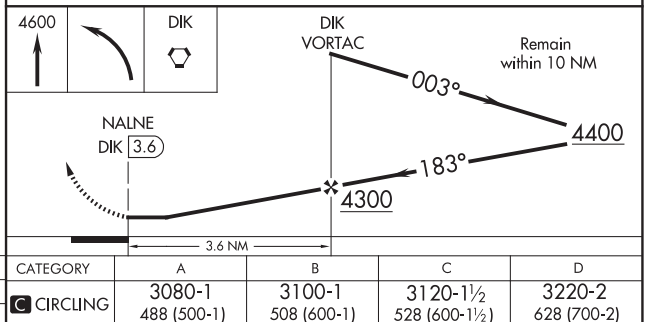
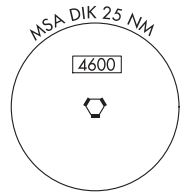
|                        |   |  |
|------------------------|---|--|
| ASOS<br><b>118.375</b> | MINNEAPOLIS CENTER<br><b>124.25 236.825</b> | UNICOM<br><b>123.0</b> (CTAF) <b>0</b> |
|------------------------|---|--|



3564 A



HIRL Rwy 14-32 **L**  
MIRL Rwy 7-25 **L**  
REIL Rwys 7, 14 and 25 **L**



DICKINSON, NORTH DAKOTA

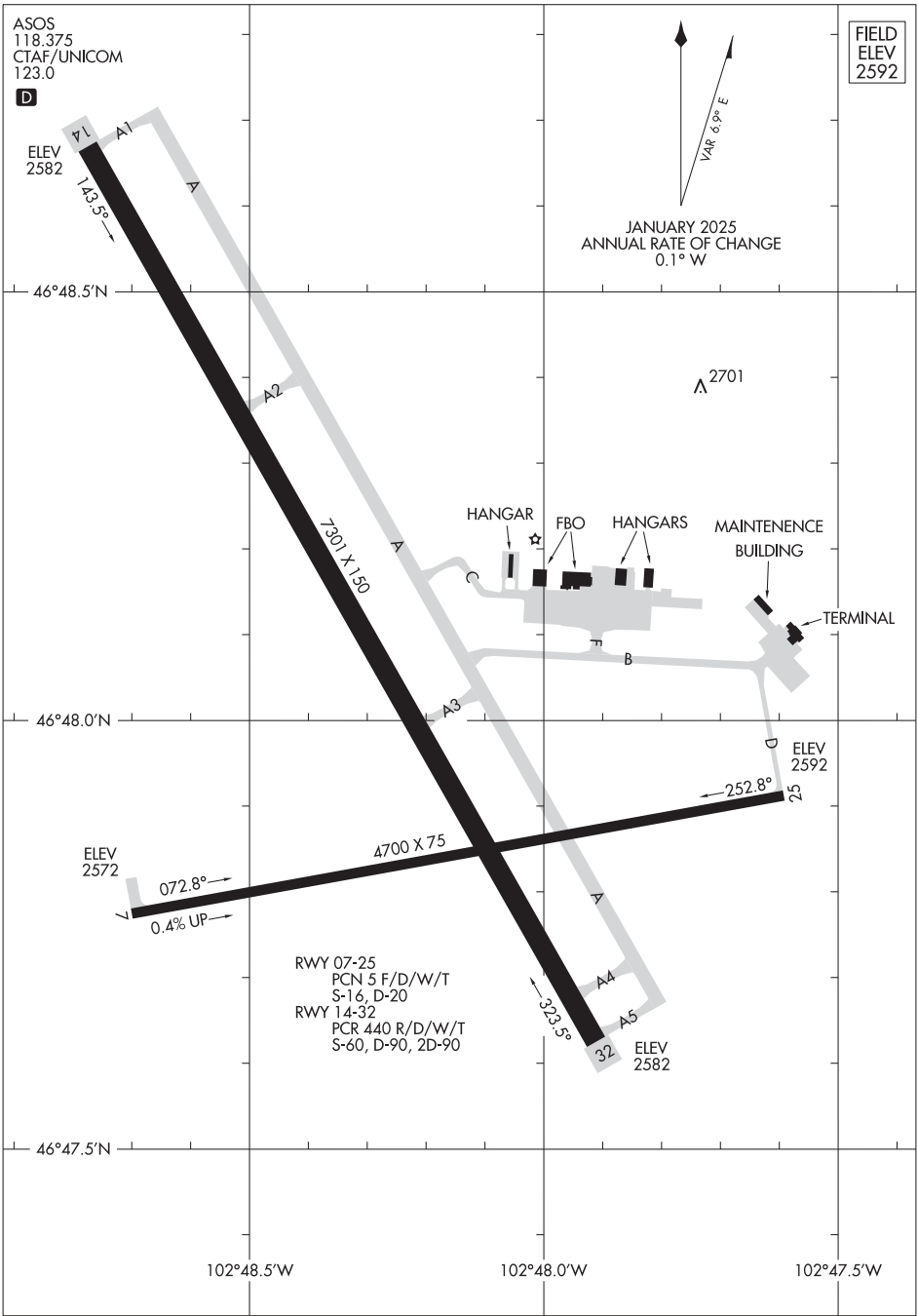
Amdt 6A 23APR20

DICKINSON/THEODORE ROOSEVELT RGNL (DIK)

46°48'N-102°48'W

VOR-A

NC-1, 12 JUN 2025 to 07 AUG 2025



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

DODGE CENTER, MINNESOTA

AL-6579 (FAA)

19115

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>97532</b><br><b>W16A</b> | APP CRS<br><b>164°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4500</b><br><b>1299</b><br><b>1304</b> |
|--|------------------------|-----------------------------|---|

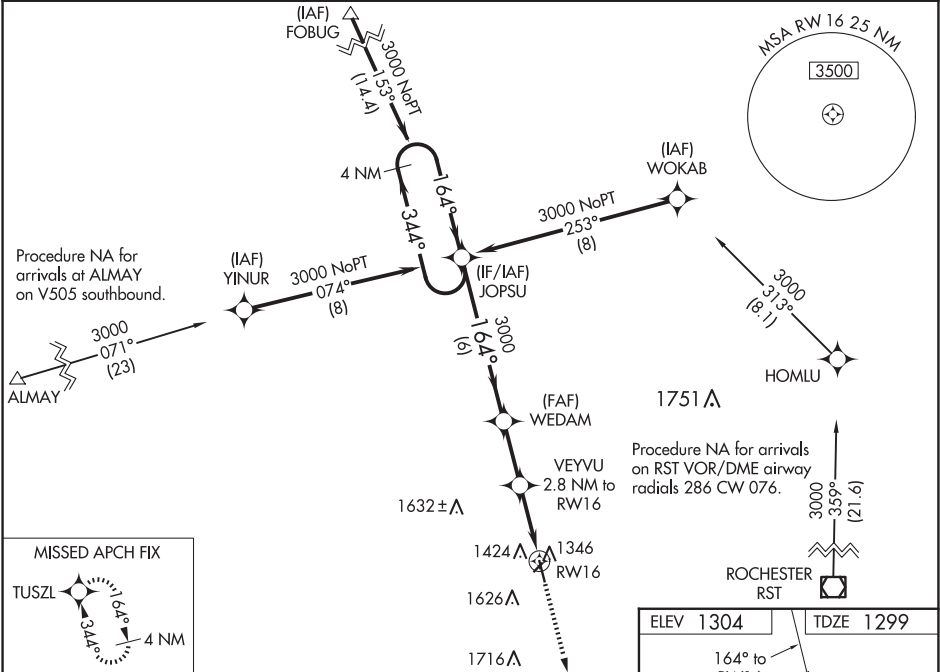
# RNAV (GPS) RWY 16

DODGE CENTER (TOB)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Rochester Intl altimeter setting. When local altimeter setting not received, use Rochester Intl altimeter setting and increase all DA 39 feet and all MDA 40 feet, and increase LNAV/VNAV all Cats, LNAV Cat C visibility 1/8 mile, and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 3000 direct TUSZL and hold.

|                          |   |                      |
|--------------------------|---|----------------------|
| AWOS-3<br><b>119.075</b> | ROCHESTER APP CON *<br><b>119.8 251.125</b> | CTAF<br><b>122.9</b> |
|--------------------------|---|----------------------|



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).

4 NM Holding Pattern

GP 3.00° TCH 40

3000 ← 344° → 164° → 3000

6 NM 2.4 NM 1.7 NM 1.1 NM

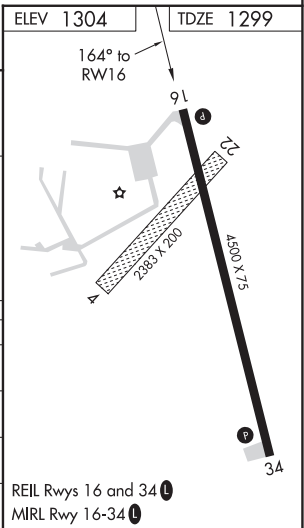
JOPSU WEDAM VEYVU 2.8 NM to RW16

\*2220

\*1.1 NM to RW16

\*LNAV only.

| CATEGORY     | A                  | B                      | C  | D  |
|--------------|--------------------|------------------------|----|----|
| LPV DA       | 1549-1 250 (300-1) |                        | NA |    |
| LNAV/VNAV DA | 1586-1 287 (300-1) |                        | NA |    |
| LNAV MDA     | 1680-1 381 (400-1) | 1680-1 381 (400-1 1/8) |    | NA |
| CIRCLING     | 1960-1 656 (700-1) | 1960-1 656 (700-1 3/4) |    | NA |



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>45633</b><br><b>W34A</b> | APP CRS<br><b>344°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4500</b><br><b>1304</b><br><b>1304</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 34

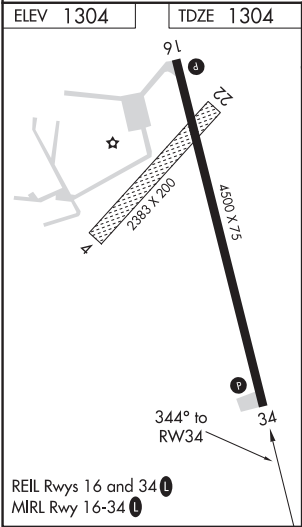
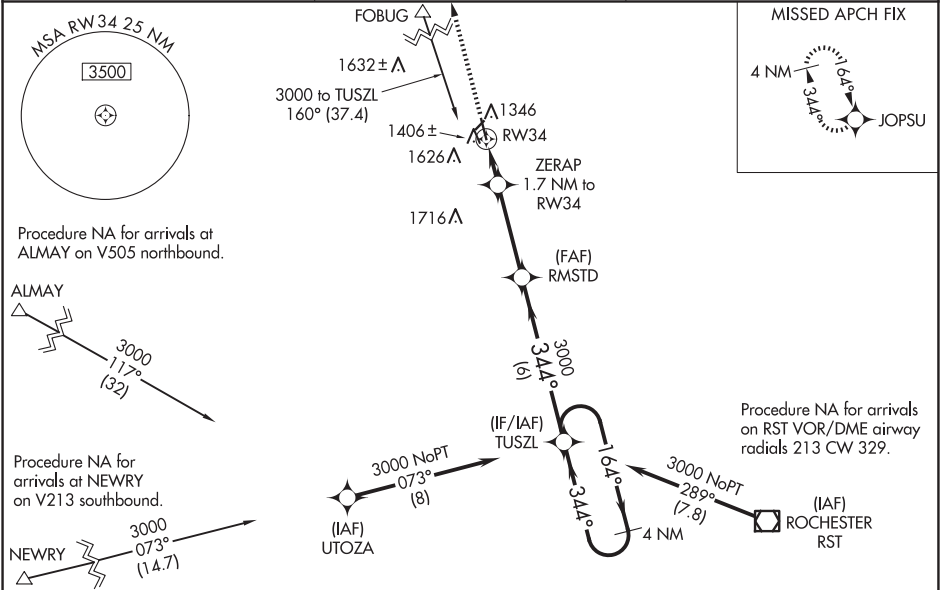
DODGE CENTER (TOB)

⚠

Baro-VNAV NA when using Rochester Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester Intl altimeter setting and increase all DA 39 feet and all MDA 40 feet, and increase LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile. Rwy 34 Straight-in and Circling minimums NA at night.

MISSED APPROACH: Climb to 3000 direct JOPSU and hold.

|                          |   |                      |
|--------------------------|---|----------------------|
| AWOS-3<br><b>119.075</b> | ROCHESTER APP CON ★<br><b>119.8 251.125</b> | CTAF<br><b>122.9</b> |
|--------------------------|---|----------------------|



|  |        |             |                         |    |
|--|--------|-------------|-------------------------|----|
| A1893  |        |             |                         |    |
| <div><div>3000</div><div>JOPSU</div><div>* LNAV only.</div><div>ZERAP 1.7 NM to RW34</div><div>1880*</div><div>1.7 NM</div><div>3.5 NM</div><div>6 NM</div><div>4 NM Holding Pattern</div><div>RMSTD</div><div>TUSZL</div><div>3000</div><div>344°</div><div>164°</div><div>3000</div><div>GP 3.00°</div><div>TCH 40</div></div> |        |             |                         |    |
| CATEGORY   | A      | B           | C                       | D  |
| LPV DA   | 1554-1 | 250 (300-1) |                         | NA |
| LNAV/VNAV DA   | 1556-1 | 252 (300-1) |                         | NA |
| LNAV MDA   | 1660-1 | 356 (400-1) |                         | NA |
| CIRCLING   | 1960-1 | 656 (700-1) | 1960-1¾<br>656 (700-1¾) | NA |





|           |         |          |       |
|-----------|---------|----------|-------|
| LOC I-DLH | APP CRS | Rwy Idg  | 10062 |
| 110.3     | 093°    | TDZE     | 1428  |
|           |         | Apt Elev | 1428  |

ILS or LOC RWY 9  
DULUTH INTL (DLH)

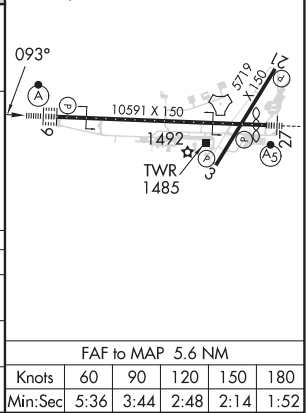
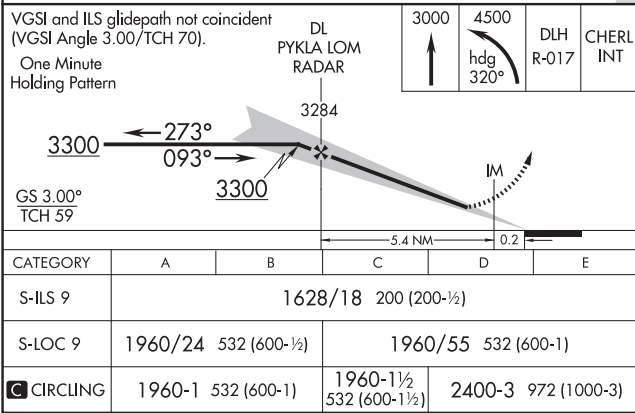
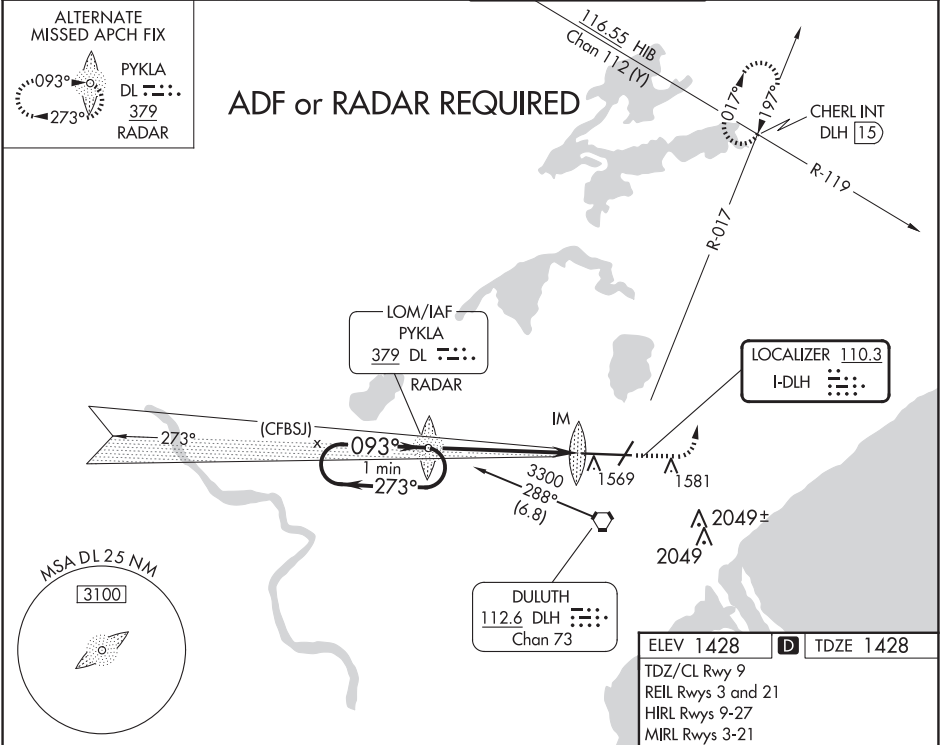
**ASR**

Circling NA for Cat E southeast of Rwy 3-27. ADF or RADAR required. For inop ALS, increase S-ILS 9 Cat E visibility to RVR 4000 and S-LOC 9 Cat C/D/E visibility to 1½ SM.

ALSF-2

MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 on heading 320° and on DLH VORTAC R-017 to CHERL INT/DLH 15 DME and hold.

|                     |                                |                             |                        |
|---------------------|--------------------------------|-----------------------------|------------------------|
| ATIS<br>124.1 270.1 | DULUTH APP CON<br>125.45 233.7 | DULUTH TOWER<br>118.3 257.8 | GND CON<br>121.9 348.6 |
|---------------------|--------------------------------|-----------------------------|------------------------|



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

DULUTH, MINNESOTA

AL-125 (FAA)

24305

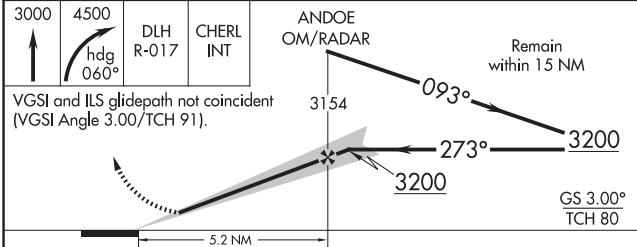
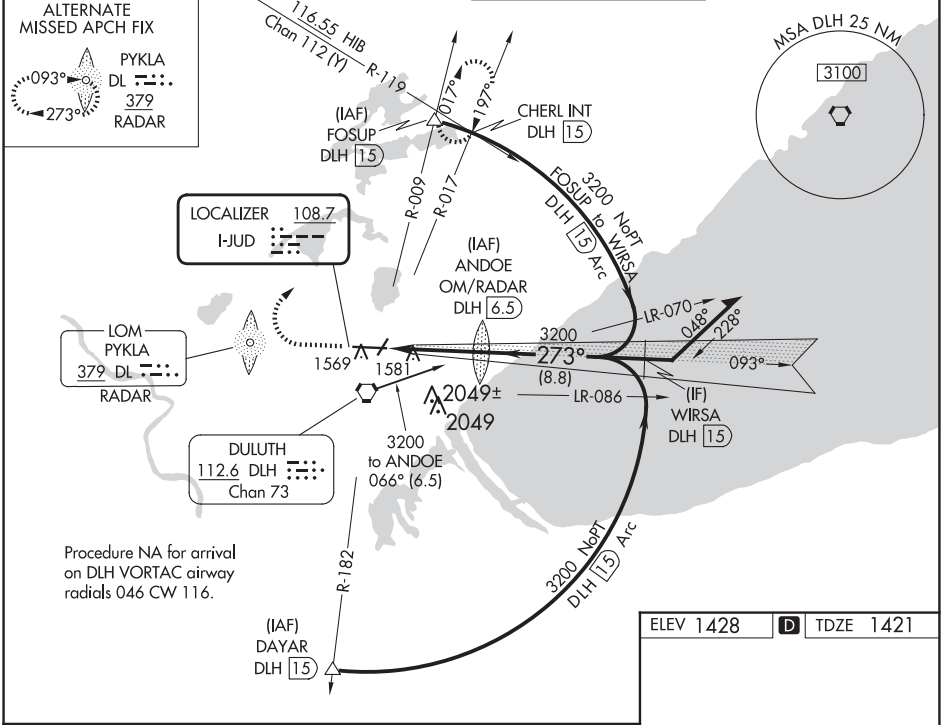
|                           |                        |  |
|---------------------------|------------------------|--|
| LOC I-JUD<br><b>108.7</b> | APP CRS<br><b>273°</b> | Rwy ldg <b>10062</b><br>TDZE <b>1421</b><br>Apt Elev <b>1428</b> |
|---------------------------|------------------------|--|

# ILS or LOC RWY 27

DULUTH INTL (DLH)

|   |  |           |   |
|---|--|-----------|---|
| DME or RADAR required for procedure entry.  |  | MALSR<br> | MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 on heading 060° and DLH VORTAC R-017 to CHERL INT/ DLH 15 DME and hold. |
| <br>Circling NA for Cat E southeast of Rwy 3 and 27. Inop table does not apply to S-ILS 27. For inop ALS, increase S-LOC 27 Cat E visibility to 1 1/4 SM. |  |           |   |

|                            |                                       |                                    |                               |
|----------------------------|---------------------------------------|------------------------------------|-------------------------------|
| ATIS<br><b>124.1 270.1</b> | DULUTH APP CON<br><b>125.45 233.7</b> | DULUTH TOWER<br><b>118.3 257.8</b> | GND CON<br><b>121.9 348.6</b> |
|----------------------------|---------------------------------------|------------------------------------|-------------------------------|



| CATEGORY | A                     | B                     | C                             | D             | E            |
|----------|-----------------------|-----------------------|-------------------------------|---------------|--------------|
| S-ILS 27 | 1621/40               | 200 (200-3/4)         | 1651/40                       | 230 (300-3/4) |              |
| S-LOC 27 | 1860/24               | 439 (500-1/2)         | 1860/40                       | 439 (500-3/4) |              |
| CIRCLING | 1880-1<br>452 (500-1) | 1900-1<br>472 (500-1) | 1940-1 1/2<br>512 (600-1 1/2) | 2400-3        | 972 (1000-3) |

|   |                          |
|---|--------------------------|
| ELEV 1428   | TDZE 1421                |
|   |                          |
| TDZ/CL Rwy 9<br>REIL Rwy 3 and 21<br>HIRL Rwy 9-27<br>MIRL Rwy 3-21 |                          |
| FAF to MAP 5.2 NM   |                          |
| Knots   | 60 90 120 150 180        |
| Min:Sec   | 5:12 3:28 2:36 2:05 1:44 |

DULUTH, MINNESOTA  
Amdt 11 10OCT19

46°51'N-92°12'W

# DULUTH INTL (DLH)

## ILS or LOC RWY 27

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 9 (SA CAT I)  
DULUTH INTL (DLH)

|                            |                                       |                                    |                               |
|----------------------------|---------------------------------------|------------------------------------|-------------------------------|
| ATIS<br><b>124.1 270.1</b> | DULUTH APP CON<br><b>125.45 233.7</b> | DULUTH TOWER<br><b>118.3 257.8</b> | GND CON<br><b>121.9 348.6</b> |
|----------------------------|---------------------------------------|------------------------------------|-------------------------------|

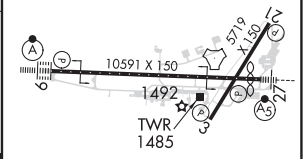
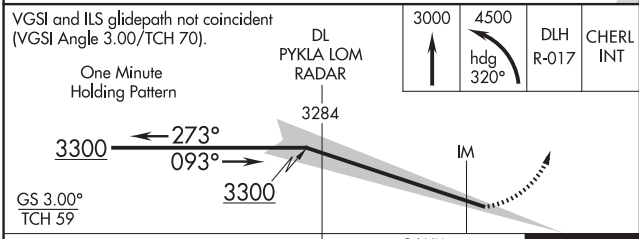
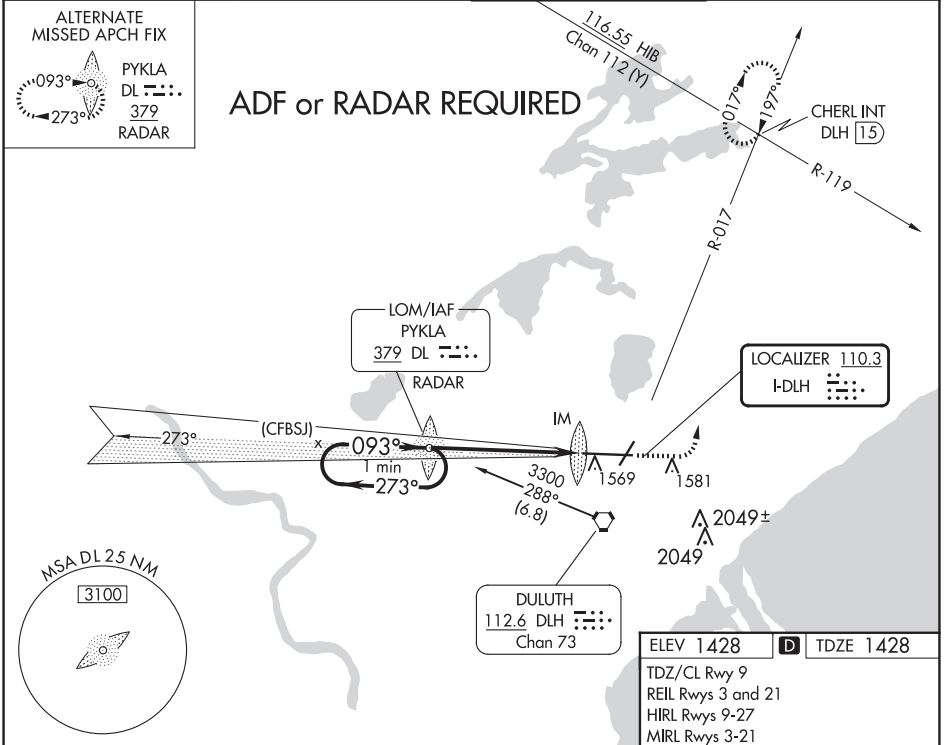
NC-1, 12 JUN 2025 to 07 AUG 2025

SA CATEGORY I ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

|           |         |          |       |
|-----------|---------|----------|-------|
| LOC I-DLH | APP CRS | Rwy Idg  | 10062 |
| 110.3     | 093°    | TDZE     | 1428  |
|           |         | Apt Elev | 1428  |

ILS RWY 9 (CAT II)  
DULUTH INTL (DLH)

|                     |                                |                             |  |
|---------------------|--------------------------------|-----------------------------|--|
| ASR                 | ADF or RADAR required.         | ALSF-2                      | MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 on heading 320° and on DLH VORTAC R-017 to CHERL INT/DLH 15 DME and hold. |
| ATIS<br>124.1 270.1 | DULUTH APP CON<br>125.45 233.7 | DULUTH TOWER<br>118.3 257.8 | GND CON<br>121.9 348.6   |



|  |                       |   |   |   |
|--|-----------------------|---|---|---|
| CATEGORY   | A                     | B | C | D |
| S-ILS 9  | RA 101/12 100 DA 1528 |   |   |   |
| CATEGORY II ILS - SPECIAL AIRCREW<br>& AIRCRAFT CERTIFICATION REQUIRED |                       |   |   |   |

NC-1, 12 JUN 2025 to 07 AUG 2025

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|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82314</b><br><b>W03A</b> | APP CRS<br><b>033°</b> | Rwy Idg <b>5719</b><br>TDZE <b>1420</b><br>Apt Elev <b>1428</b> |
|--|------------------------|---|

RNAV (GPS) RWY 3

DULUTH INTL (DLH)

ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F). DME/DME RNP-0.3 NA. Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3200 direct CLIPH and hold.

|                            |                                       |                                    |                               |
|----------------------------|---------------------------------------|------------------------------------|-------------------------------|
| ATIS<br><b>124.1 270.1</b> | DULUTH APP CON<br><b>125.45 233.7</b> | DULUTH TOWER<br><b>118.3 257.8</b> | GND CON<br><b>121.9 348.6</b> |
|----------------------------|---------------------------------------|------------------------------------|-------------------------------|



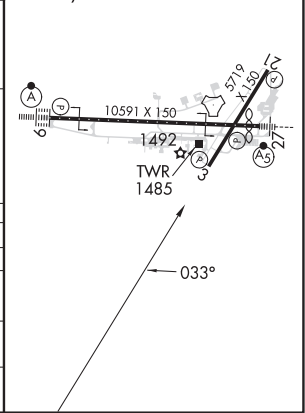
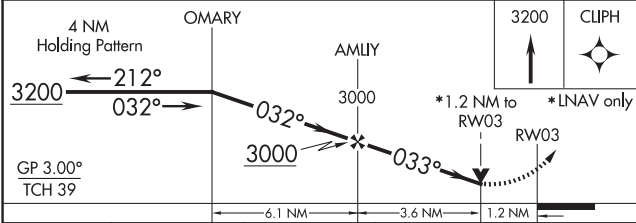
ELEV 1428    **D**    TDZE 1420

TDZ/CL Rwy 9

REIL Rws 3 and 21

HIRL Rws 9-27

MIRL Rws 3-21



| CATEGORY          | A                     | B                     | C                       | D                       |
|-------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| LPV DA            |                       | 1824-1½               | 404 (400-1½)            |                         |
| LNAV/ VNAV DA     |                       | 1874-1¾               | 454 (500-1¾)            |                         |
| LNAV MDA          | 1820-1                | 400 (400-1)           |                         | 1820-1¼<br>400 (400-1¼) |
| <b>C</b> CIRCLING | 1880-1<br>452 (500-1) | 1900-1<br>472 (500-1) | 1940-1½<br>512 (600-1½) | 2400-3<br>972 (1000-3)  |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

DULUTH, MINNESOTA

AL-125 (FAA)

24305

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>90502</b><br><b>W09A</b> | APP CRS<br><b>093°</b> | Rwy Idg <b>10062</b><br>TDZE <b>1428</b><br>Apt Elev <b>1428</b> |
|--|------------------------|--|

RNAV (GPS) RWY 9

DULUTH INTL (DLH)

⚠

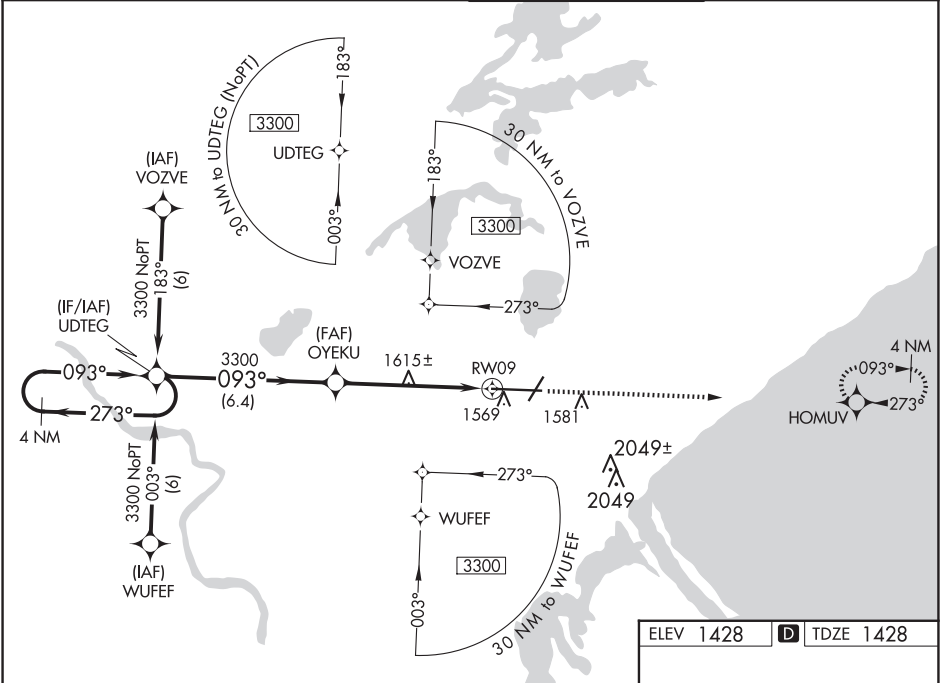
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F). DME/DME RNP-0.3 NA. Circling NA for Cat E southeast of Rwys 3/27. For inop ALS, increase LPV Cat E visibility to ¾ SM, LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat E visibility to 1½ SM.

ALSF-2

MISSED APPROACH: Climb to 4000 direct HOMUV and hold.

|                            |                                       |                                    |                               |
|----------------------------|---------------------------------------|------------------------------------|-------------------------------|
| ATIS<br><b>124.1 270.1</b> | DULUTH APP CON<br><b>125.45 233.7</b> | DULUTH TOWER<br><b>118.3 257.8</b> | GND CON<br><b>121.9 348.6</b> |
|----------------------------|---------------------------------------|------------------------------------|-------------------------------|



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

4 NM Holding Pattern

UDTEG

OYEKU

3300

3300

3300

GP 3.00°

TCH 59

6.4 NM

4.3 NM

1.3 NM

\*1.3 NM to RWY 09

RWY 09

\*LNAV only

4000

HOMUV

| CATEGORY     | A                   | B                   | C                    | D                   | E |
|--------------|---------------------|---------------------|----------------------|---------------------|---|
| LPV DA       | 1628/18 200 (200-½) |                     |                      |                     |   |
| LNAV/VNAV DA | 1860/50 432 (500-1) |                     |                      |                     |   |
| LNAV MDA     | 1880/24 452 (500-½) | 1880/40 452 (500-¾) | 1880/50 452 (500-1)  |                     |   |
| CIRCLING     | 1880-1 452 (500-1)  | 1900-1 472 (500-1)  | 1940-1½ 512 (600-1½) | 2400-3 972 (1000-3) |   |

ELEV 1428

D

TDZE 1428

093°

10591 X 150

1492

TWR 1485

3719

30

3

2

1

4

5

TDZ/CL Rwy 9

REIL Rwys 3 and 21

HIRL Rwys 9-27

MIRL Rwys 3-21

DULUTH, MINNESOTA

Amdt 1D 19JUL18

46°51'N-92°12'W

DULUTH INTL (DLH)

RNAV (GPS) RWY 9

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



DULUTH, MINNESOTA

AL-125 (FAA)

24305

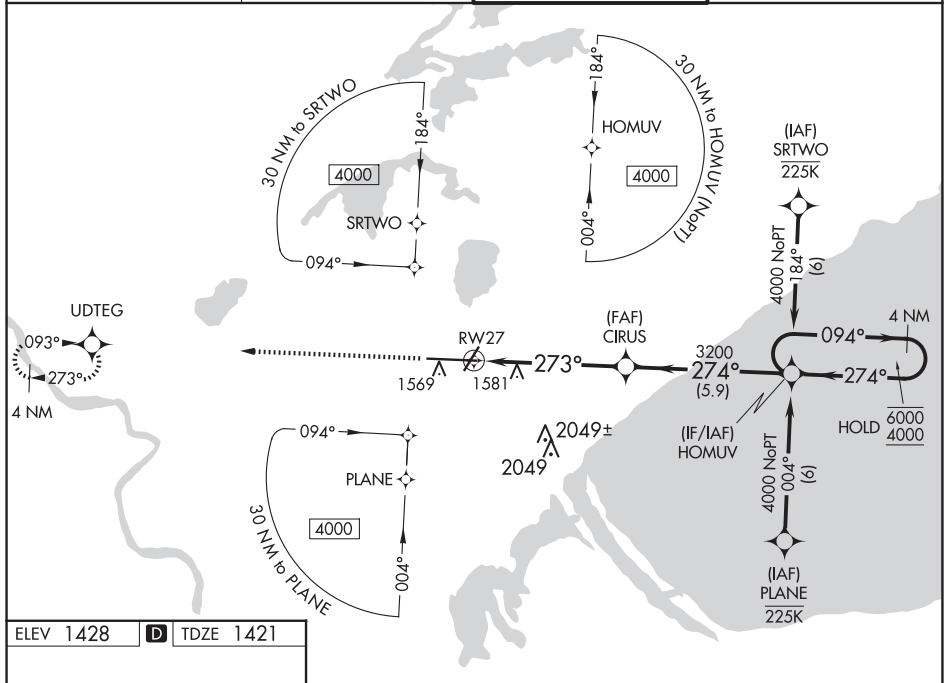
|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>50502</b><br><b>W27A</b> | APP CRS<br><b>273°</b> | Rwy Idg <b>10062</b><br>TDZE <b>1421</b><br>Apt Elev <b>1428</b> |
|--|------------------------|--|

# RNAV (GPS) RWY 27

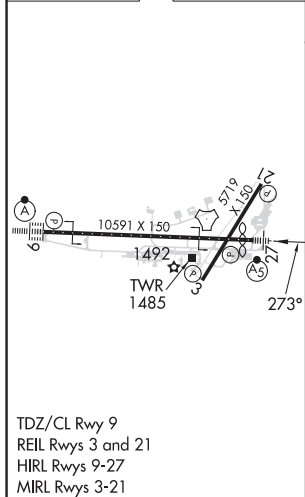
DULUTH INTL (DLH)

|                            |   |             |  |
|----------------------------|---|-------------|--|
| RNP APCH.<br>▼<br>▲<br>ASR | For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.<br>#RVR 1800 authorized with use of FD or AP or HUD to DA. | MALSR<br>A5 | MISSED APPROACH: Climb to 3300 direct UDEG and hold. |
|----------------------------|---|-------------|--|

|                            |                                       |                                    |                               |
|----------------------------|---------------------------------------|------------------------------------|-------------------------------|
| ATIS<br><b>124.1 270.1</b> | DULUTH APP CON<br><b>125.45 233.7</b> | DULUTH TOWER<br><b>118.3 257.8</b> | GND CON<br><b>121.9 348.6</b> |
|----------------------------|---------------------------------------|------------------------------------|-------------------------------|



|           |   |           |
|-----------|---|-----------|
| ELEV 1428 | D | TDZE 1421 |
|-----------|---|-----------|



|              |  |                    |                      |                     |
|--------------|--|--------------------|----------------------|---------------------|
| 3300 UDEG    | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 91). |                    |                      |                     |
| * LNAV only  | HOMUV 4 NM Holding Pattern                                       |                    |                      |                     |
|              | CIRUS 3200   |                    |                      |                     |
|              | * 1.1 NM to RWY 27   |                    |                      |                     |
|              | RWY 27 1.1 NM 4.3 NM 5.9 NM                                      |                    |                      |                     |
|              | GP 3.00° TCH 50  |                    |                      |                     |
| CATEGORY     | A  | B                  | C                    | D                   |
| LPV DA#      | 1621/24 200 (200-½)  |                    |                      |                     |
| LNAV/VNAV DA | 1871/45 450 (500-¾)  |                    |                      |                     |
| LNAV MDA     | 1860/24 439 (500-½)  |                    | 1860/40 439 (500-¾)  |                     |
| CIRCLING     | 1880-1 452 (500-1)   | 1900-1 472 (500-1) | 1940-1½ 512 (600-1½) | 2400-3 972 (1000-3) |

DULUTH, MINNESOTA

Amdt 1 10OCT19

46°51'N-92°12'W

# RNAV (GPS) RWY 27

NC-1, 12 JUN 2025 to 07 AUG 2025

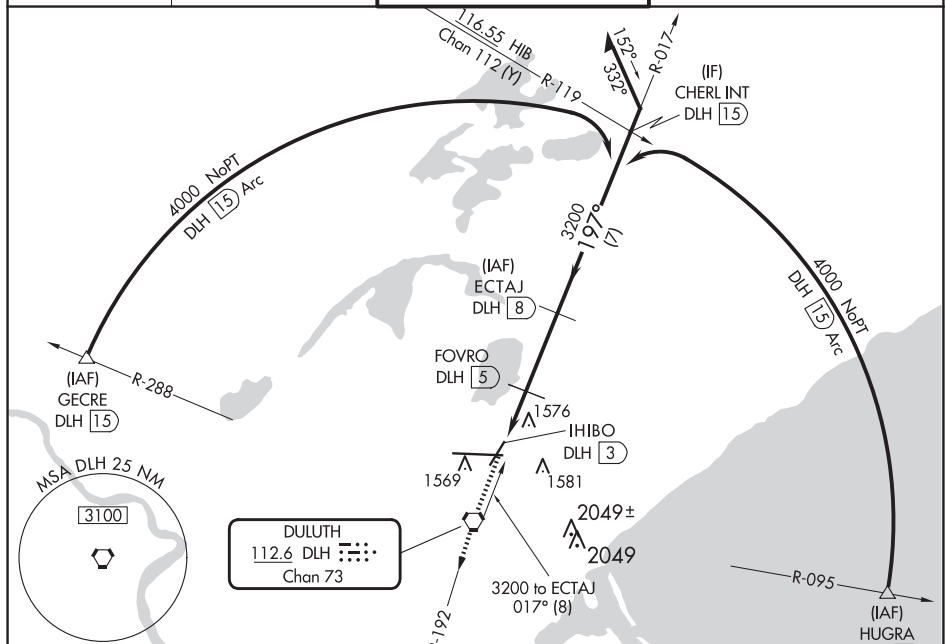
NC-1, 12 JUN 2025 to 07 AUG 2025



VOR/DME or TACAN RWY 21  
DULUTH INTL (DLH)

**MISSED APPROACH:** Climb to 3800 direct DLH VORTAC then on DLH VORTAC R-192 to MIZOU/DLH 7 DME and hold.

|                            |                                       |                                    |                               |
|----------------------------|---------------------------------------|------------------------------------|-------------------------------|
| ATIS<br><b>124.1 270.1</b> | DULUTH APP CON<br><b>125.45 233.7</b> | DULUTH TOWER<br><b>118.3 257.8</b> | GND CON<br><b>121.9 348.6</b> |
|----------------------------|---------------------------------------|------------------------------------|-------------------------------|



|           |          |           |
|-----------|----------|-----------|
| ELEV 1428 | <b>D</b> | TDZE 1420 |
|-----------|----------|-----------|

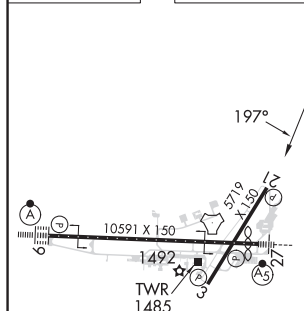


Diagram illustrating a Circling Approach for a Category C aircraft. The diagram shows the aircraft's path and associated parameters.

**Diagram Labels and Parameters:**

- 3800**: Initial altitude.
- DLH**: Descent Limit Height.
- DLH R-192**: Descent Limit Height, Right 192 degrees.
- MIZOU DLH 7**: Descent Limit Height, Mizou 7 degrees.
- ECTAJ DLH 8**: Descent Limit Height, Ectaj 8 degrees.
- FOVRO DLH 5**: Descent Limit Height, Fovro 5 degrees.
- IHIBO DLH 3**: Descent Limit Height, Ihibo 3 degrees.
- 3.29° TCH 45**: Turn angle and Threshold Crossing Height.
- 017°**: Turn angle.
- 197°**: Turn angle.
- 3200**: Final altitude.
- 2100**: Intermediate altitude.
- 2 NM**: Distance from 2100 to 3200.
- 3 NM**: Distance from 3200 to the final point.
- Remain within 15 NM**: Requirement for the final turn.
- VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 37)**: Note on the diagram.

| CATEGORY          | A                     | B                     | C  | D                          | E            |
|-------------------|-----------------------|-----------------------|--|----------------------------|--------------|
| S-21              | 1860-1                | 440 (500-1)           | 1860-1 $\frac{3}{8}$                               | 440 (500-1 $\frac{3}{8}$ ) |              |
| <b>C</b> CIRCLING | 1880-1<br>452 (500-1) | 1900-1<br>472 (500-1) | 1940-1 $\frac{1}{2}$<br>512 (600-1 $\frac{1}{2}$ ) | 2400-3                     | 972 (1000-3) |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

DULUTH, MINNESOTA


AL-125 (FAA)

24305

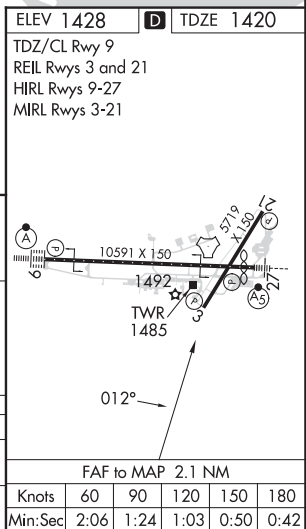
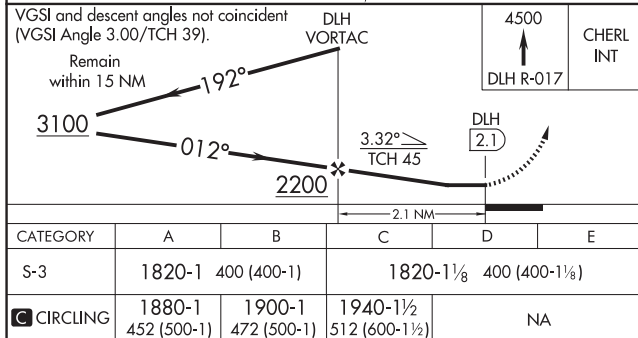
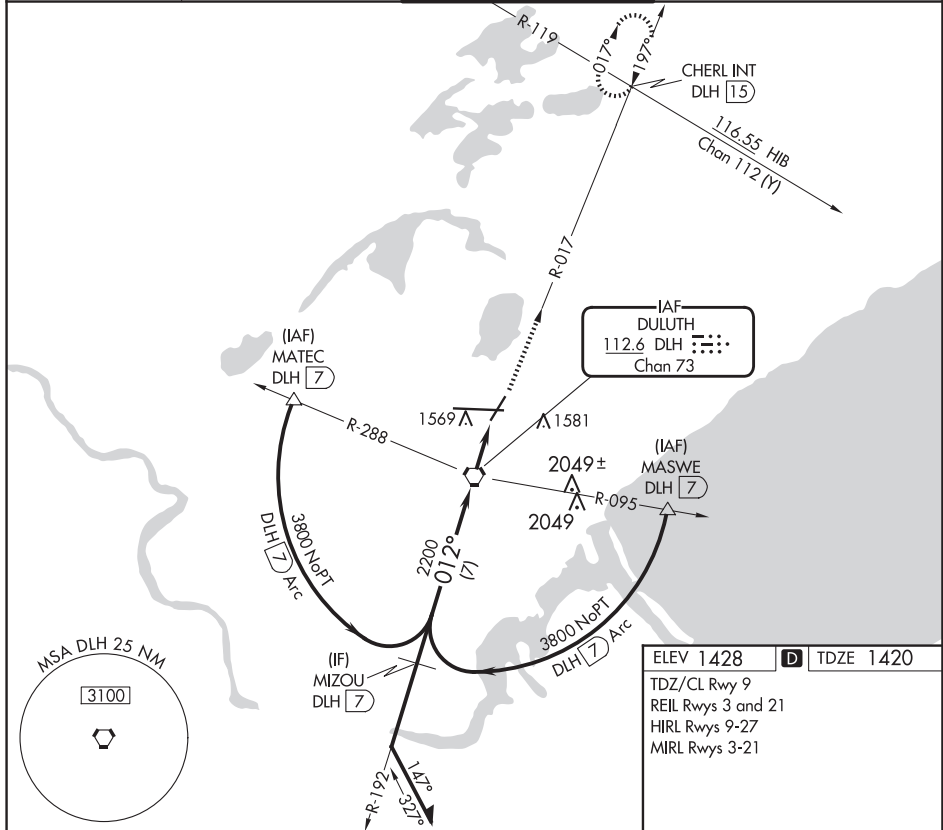
|            |         |          |      |
|------------|---------|----------|------|
| VORTAC DLH | APP CRS | Rwy Idg  | 5719 |
| 112.6      | 012°    | TDZE     | 1420 |
| Chan 73    |         | Apt Elev | 1428 |

# VOR or TACAN RWY 3

DULUTH INTL (DLH)

|  |   |
|--|---|
|  Rwy 3 helicopter visibility reduction below ¾ SM NA. | MISSED APPROACH: Climb to 4500 on DLH VORTAC R-017 to CHERL INT/DLH 1.5 DME and hold. |
|--|---|

|                     |                                |                             |                        |
|---------------------|--------------------------------|-----------------------------|------------------------|
| ATIS<br>124.1 270.1 | DULUTH APP CON<br>125.45 233.7 | DULUTH TOWER<br>118.3 257.8 | GND CON<br>121.9 348.6 |
|---------------------|--------------------------------|-----------------------------|------------------------|



DULUTH, MINNESOTA  
Amdt 21B 07DEC17

46°51'N-92°12'W

DULUTH INTL (DLH)

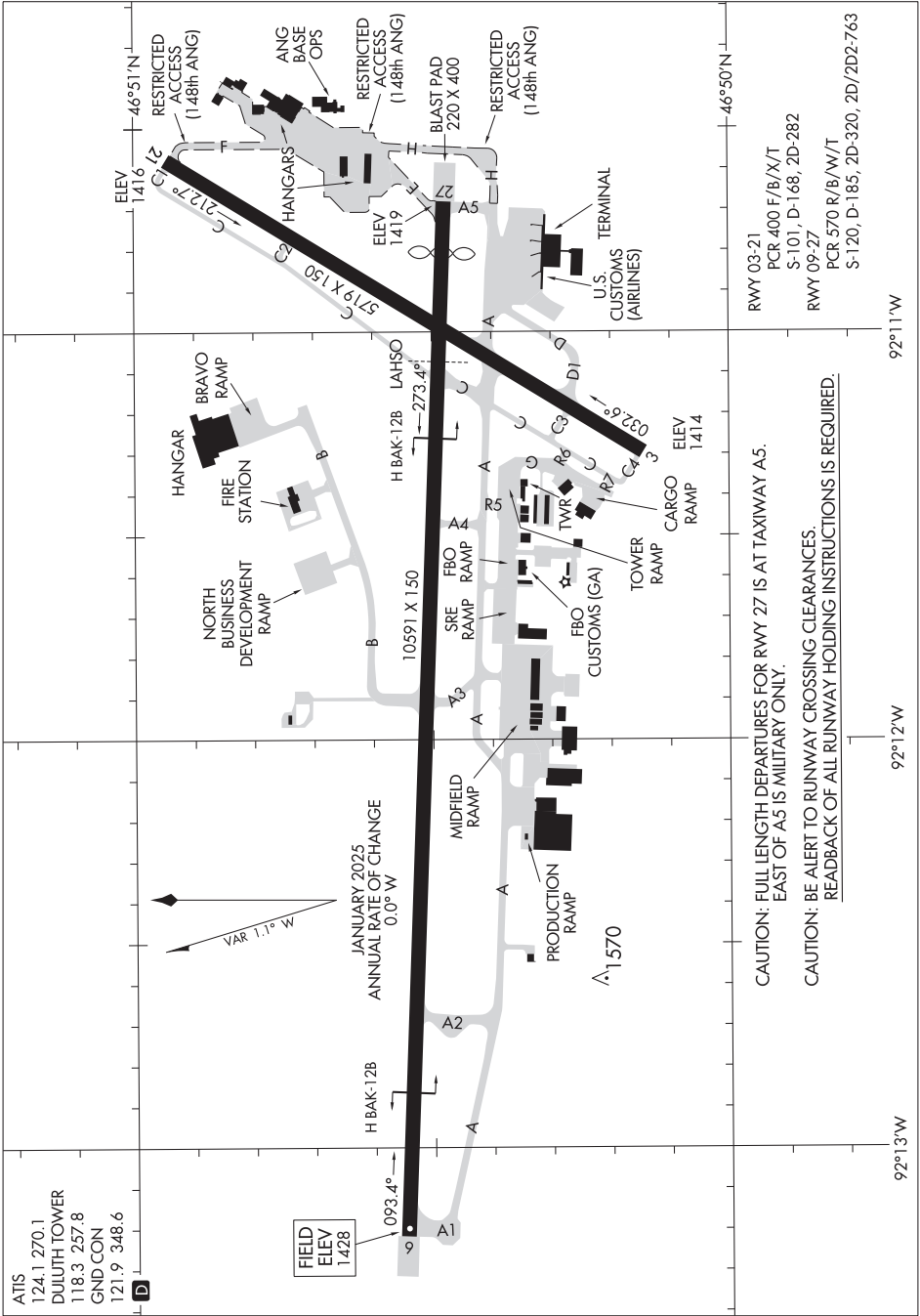
# VOR or TACAN RWY 3

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



NC-1, 12 JUN 2025 to 07 AUG 2025



RWY 03-21  
PCR 400 F/B/X/T  
S-101, D-168, 2D-282  
RWY 09-27  
PCR 570 R/B/W/T  
S-120, D-185, 2D-320, 2D/2D2-763

CAUTION: FULL LENGTH DEPARTURES FOR RWY 27 IS AT TAXIWAY A5.  
EAST OF A5 IS MILITARY ONLY.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-1, 12 JUN 2025 to 07 AUG 2025

APP CRS  
322°

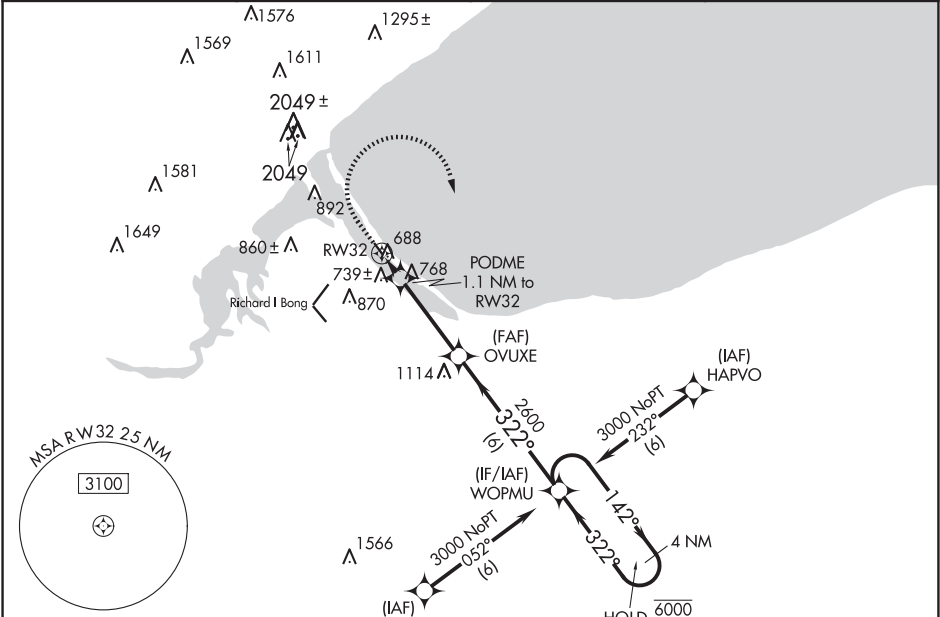
Rwy Idg  
TDZE  
Apt Elev

2600  
609  
609

RNAV (GPS) RWY 32

SKY HARBOR (D'YT)

|                   |   |  |                        |
|-------------------|---|--|------------------------|
| RNP APCH - GPS.   |   | MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct WOPMU and hold. |                        |
|                   | Rwy 32 helicopter visibility reduction below 1 SM NA. Circling NA to waterways 13W, 31W, 9W, 27W. |  |                        |
| AWOS-3<br>119.275 | DULUTH APP CON<br>125.45 233.7  | CLNC DEL<br>124.8  | UNICOM<br>122.7 (CTAF) |



ELEV 609 TDZE 609

REIL Rwy 14 and 32

MIRL Rwy 14-32

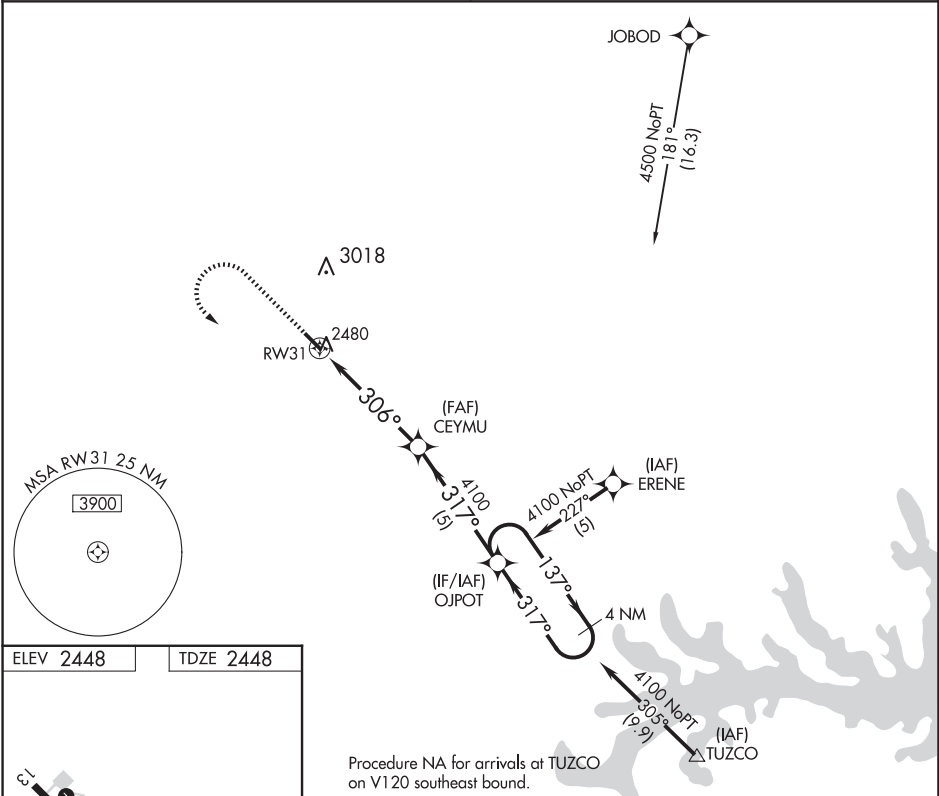
|                      |                       |                       |  |   |
|----------------------|-----------------------|-----------------------|--|---|
| 1100                 | 3000                  | WOPMU                 | VGSi and descent angles not coincident (VGSi Angle 4.00°/TCH 20°). |   |
|                      |                       |                       | WOPMU 4 NM Holding Pattern   |   |
| 1120                 |                       | OVUXE                 | 142° → 6000  |   |
| PODME 1.1 NM to RW32 |                       | 322°                  | ← 322° 3000  |   |
| RW32                 |                       | 2600                  |  |   |
| 1.1 NM               |                       | 3.5 NM                | 6 NM   |   |
| CATEGORY             | A                     | B                     | C  | D |
| LNAV MDA             | 1000-1                | 391 (400-1)           | NA   |   |
| CIRCLING             | 1100-1<br>491 (500-1) | 1180-1<br>571 (600-1) | NA   |   |

|                 |                             |                      |
|-----------------|-----------------------------|----------------------|
| APP CRS<br>306° | Rwy Ldg<br>TDZE<br>Apt Elev | 4200<br>2448<br>2448 |
|-----------------|-----------------------------|----------------------|

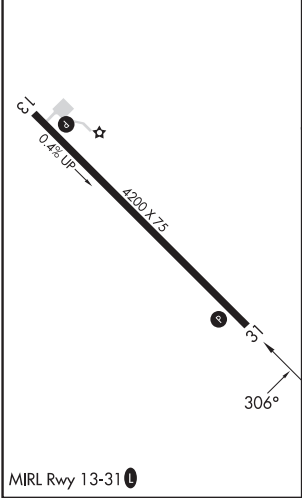
RNAV (GPS) RWY 31





CHEYENNE EAGLE BUTTE (84D)

|                                    |   |
|------------------------------------|---|
| RNP APCH - GPS.                    | MISSED APPROACH: Climb to 4100 then turn left direct OJPOT WP and hold. |
| NA Use Pierre altimeter setting.   |   |
| MINNEAPOLIS CENTER<br>135.25 256.7 | AUNICOM<br>122.8 (CTAF)   |



|           |           |
|-----------|-----------|
| ELEV 2448 | TDZE 2448 |
|-----------|-----------|



|   |   |   |   |  |       |
|---|---|---|---|--|-------|
| 4100  |  |  |  | VGSI and descent angles not coincident<br>(VGSI Angle 3.00/TCH 38) |       |
|  |   |   |   | CEYMU  | OJPOT |
|   |   |   |   | 4 NM<br>Holding Pattern  |       |
|   |   |   |   | 137°   | 4100  |
|   |   |   |   | 317°   |       |
|   |   |   |   | 5 NM   | 5 NM  |
| CATEGORY  | A   | B   | C   | D  |       |
| LNNAV MDA   | 3020-1  | 572 (600-1)   | NA  |  |       |
| CIRCLING  | 3240-1<br>792 (800-1)   | 3240-1¼<br>792 (800-1¼)   | NA  |  |       |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86636</b><br><b>W14A</b> | APP CRS<br><b>144°</b> | Rwy Idg<br>TDZE <b>1601</b><br>Apt Elev <b>1604</b> |
|--|------------------------|---|

RNAV (GPS) RWY 14

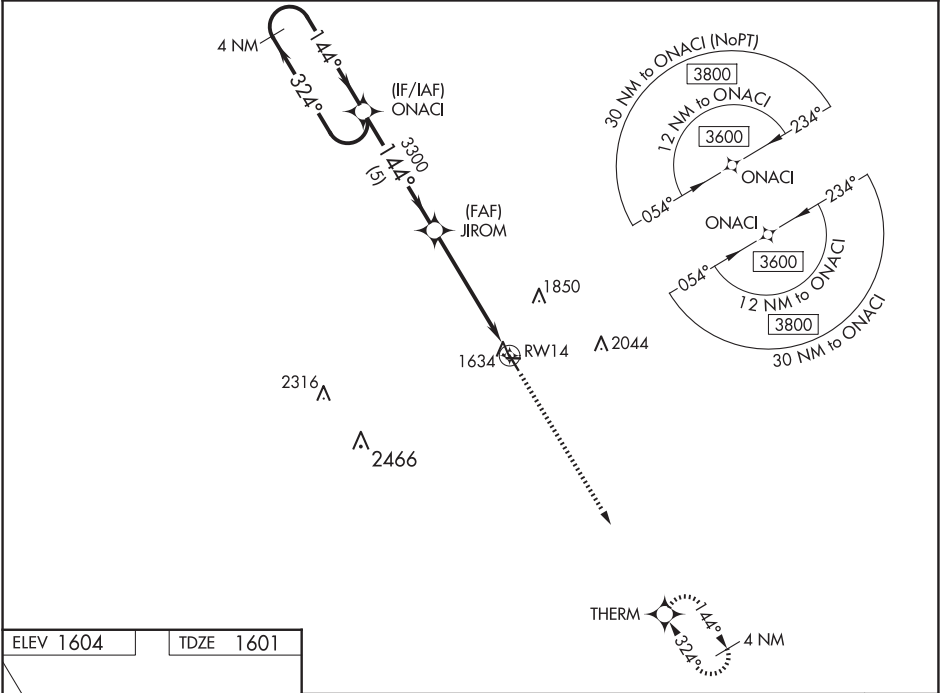
EDGELEY MUNI (51D)

NA

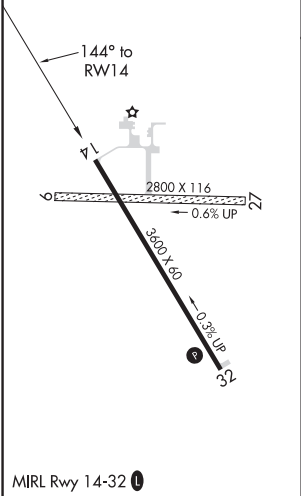
Baro-VNAV NA. Use Jamestown altimeter setting; when not received, use Oakes altimeter setting and increase all DA 10 feet and all MDA 20 feet; increase LPV and LNAV/VNAV all Cnts visibility 1/8 mile. DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA to Rwy's 9 and 27.




MISSED APPROACH: Climb to 3600 direct THERM and hold.

|                            |  |   |
|----------------------------|--|---|
| JMS ASOS<br><b>118.425</b> | MINNEAPOLIS CENTER<br><b>124.2 270.3</b> | UNICOM<br><b>122.8 (CTAF)</b>  |
|----------------------------|--|---|



|           |           |
|-----------|-----------|
| ELEV 1604 | TDZE 1601 |
|-----------|-----------|



|  |            |                 |    |   |   |
|--|------------|-----------------|----|---|---|
| VGSI and RNAV glidepath not coincident.  |            |                 |    | 3600  | THERM   |
| 4 NM Holding Pattern   |            |                 |    |  |  |
| ONACI  |            |                 |    |   |   |
| 3600 ← 324°  |            |                 |    |   |   |
| 144° →   |            |                 |    |   |   |
| GP 3.00°   |            |                 |    |   |   |
| TCH 40   |            |                 |    |   |   |
|  |            |                 |    | 5 NM  | 5.2 NM  |
| CATEGORY   | A          | B               | C  | D   |   |
| LPV DA   | 1946-1 1/8 | 345 (400-1 1/8) | NA |   |   |
| LNAV/VNAV DA   | 1946-1 1/8 | 345 (400-1 1/8) | NA |   |   |
| LNAV MDA   | 2200-1     | 599 (600-1)     | NA |   |   |
|  CIRCLING | 2200-1     | 596 (600-1)     | NA |   |   |





WAAS  
CH **49231**  
**W14A**

APP CRS  
**138°**

Rwy Idg  
TDZE **1206**  
Apt Elev **1206**

RNAV (GPS) RWY 14

ELBOW LAKE MUNI/PRIDE OF THE PRAIRIE (Y63)

RNP APCH-GPS.

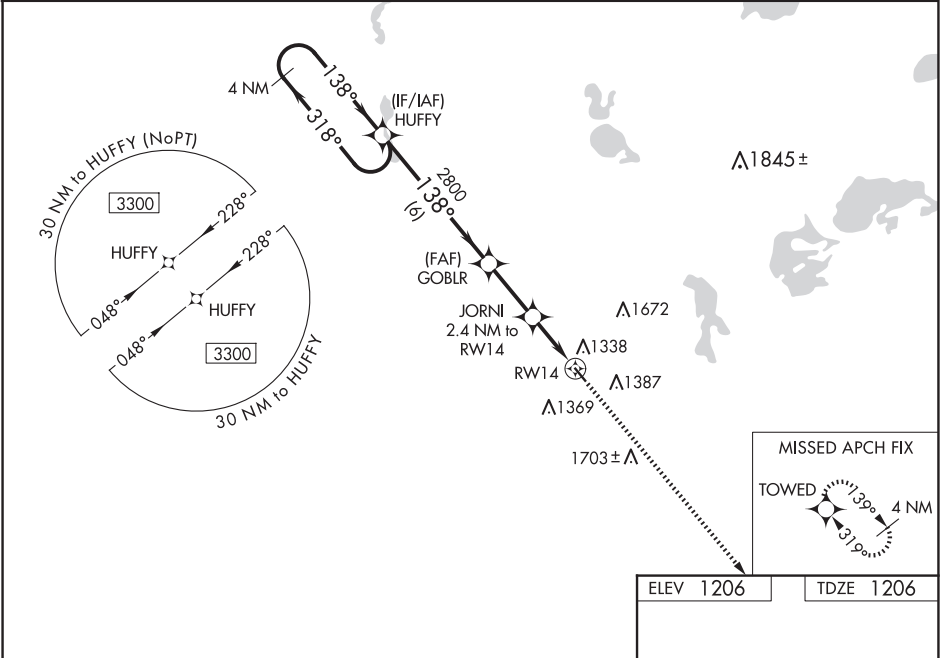
▼

▲NA

Baro-VNAV NA when using Fergus Falls altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -17°C or above 54°C. Circling NA northeast of Rwy 14-32. Procedure NA at night. Rwy 14 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Fergus Falls altimeter setting: increase LPV DA to 1504 feet; increase LNAV/VNAV DA to 1605 feet and visibility all Cats ¼ mile; increase all MDAs 60 feet. Circling NA to Rwy 11W and 29W.

MISSED APPROACH:  
Climb to 3300 direct  
TOWED and hold.

|                          |  |                      |
|--------------------------|--|----------------------|
| AWOS-3<br><b>118.075</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | CTAF<br><b>122.9</b> |
|--------------------------|--|----------------------|



4 NM  
Holding Pattern

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 24).

3300 TOWED

3300

HUFFY

GORNI

GORNI 2.4 NM to RW14

RW14

2800

2800

\*2000

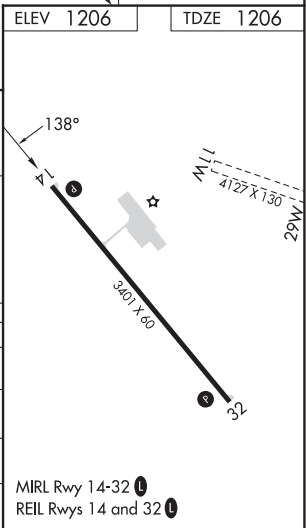
GP 3.00°  
TCH 40

6 NM

2.5 NM

2.4 NM

| CATEGORY     | A                     | B                     | C | D  |
|--------------|-----------------------|-----------------------|---|----|
| LPV DA       | 1456-1                | 250 (300-1)           |   | NA |
| LNAV/VNAV DA | 1557-1½               | 351 (400-1½)          |   | NA |
| LNAV MDA     | 1600-1                | 394 (400-1)           |   | NA |
| CIRCLING     | 1600-1<br>394 (400-1) | 1680-1<br>474 (500-1) |   | NA |



ELBOW LAKE, MINNESOTA

AL-10404 (FAA)

22223

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>53731</b><br><b>W32A</b> | APP CRS<br><b>319°</b> | Rwy Idg<br>TDZE <b>1206</b><br>Apt Elev <b>1206</b> | <b>3401</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 32

ELBOW LAKE MUNI/PRIDE OF THE PRAIRIE (Y63)

RNP APCH-GPS.

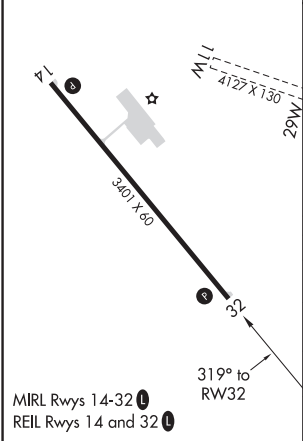
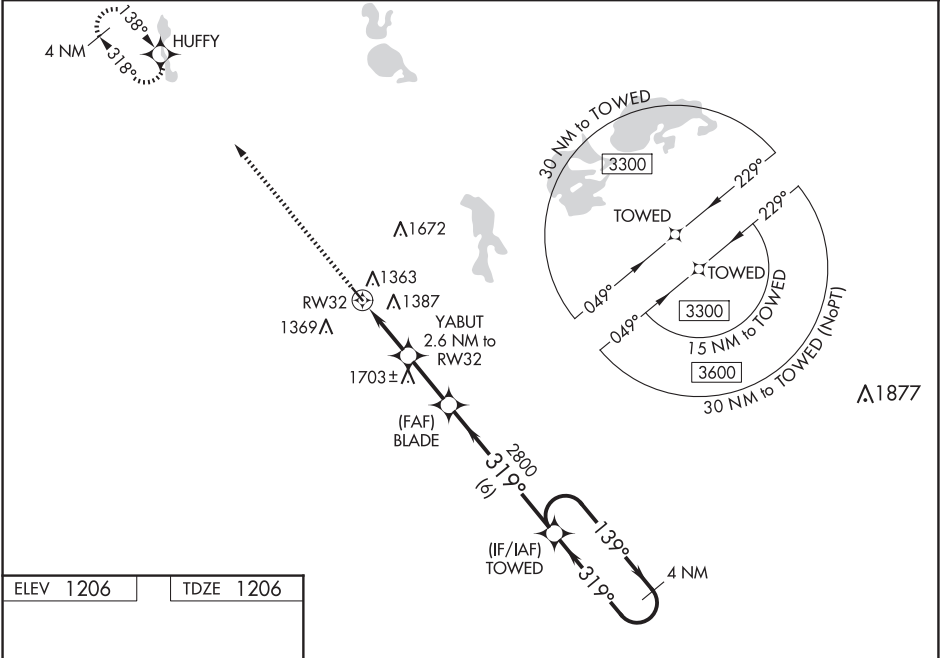
▼

▲ NA

Baro-VNAV NA when using Fergus Falls altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA northeast of Rwy 14-32. Procedure NA at night. When local altimeter setting not received, use Fergus Falls altimeter setting: increase LPV DA to 1504 feet; increase LNAV/VNAV DA to 1643 feet and visibility all Cats ½ mile; increase all MDAs 60 feet. Circling NA to Rwys 11W and 29W.

MISSED APPROACH:  
Climb to 3300 direct HUFFY and hold.

|                          |  |                        |
|--------------------------|--|------------------------|
| AWOS-3<br><b>118.075</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | CTAF<br><b>122.9 0</b> |
|--------------------------|--|------------------------|



|              |                       |  |               |                      |                    |
|--------------|-----------------------|--|---------------|----------------------|--------------------|
| 3300         | HUFFY                 | VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 26). |               |                      |                    |
|              |                       | YABUT<br>2.6 NM to RW32  | BLADE<br>2800 | 4 NM Holding Pattern |                    |
|              |                       | RW32   | 2060*         | 139° → 3300          | GP 3.00°<br>TCH 40 |
|              |                       | 2.6 NM   | 2.3 NM        | 6 NM                 |                    |
| CATEGORY     | A                     | B  | C             | D                    |                    |
| LPV DA       | 1456-1                | 250 (300-1)  |               | NA                   |                    |
| LNAV/VNAV DA | 1595-1 3/8            | 389 (400-1 3/8)  |               | NA                   |                    |
| LNAV MDA     | 1580-1                | 374 (400-1)  |               | NA                   |                    |
| CIRCLING     | 1600-1<br>394 (400-1) | 1680-1<br>474 (500-1)  |               | NA                   |                    |

ELBOW LAKE, MINNESOTA  
Orig-C 11AUG22

ELBOW LAKE MUNI/PRIDE OF THE PRAIRIE (Y63)  
45°59'N-95°59'W  
RNAV (GPS) RWY 32

NC-1, 12 JUN 2025 to 07 AUG 2025

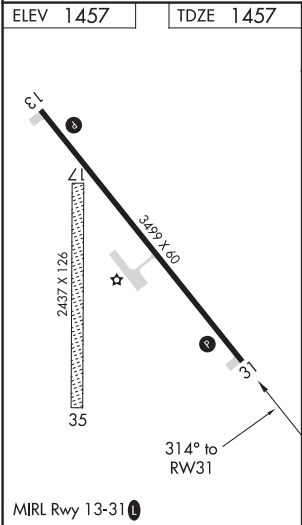
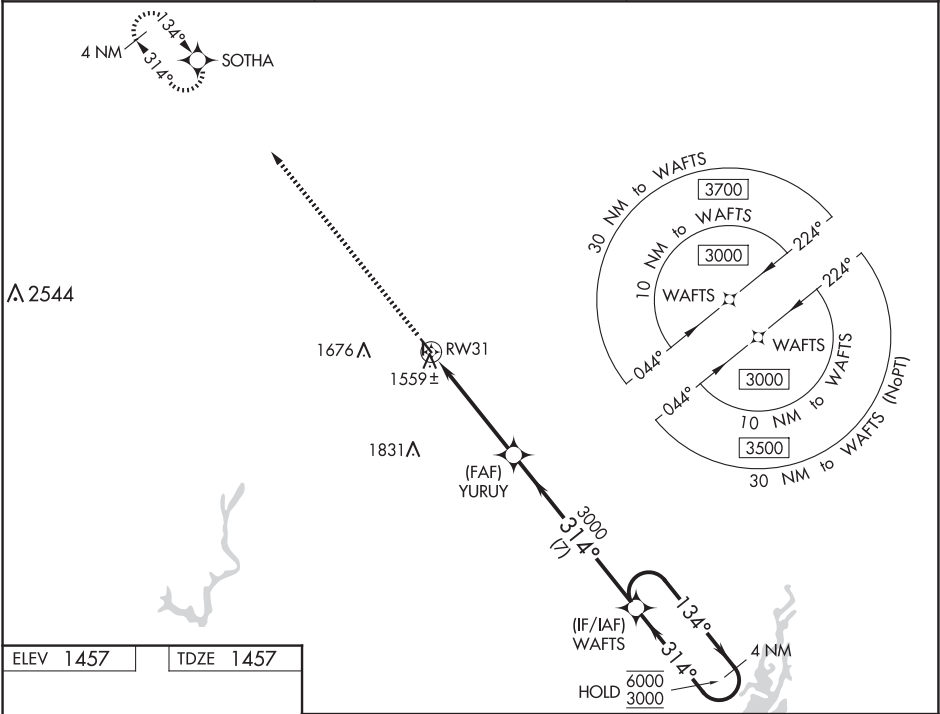
NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>50341</b><br><b>W31A</b> | APP CRS<br><b>314°</b> | Rwy Idg<br>TDZE <b>1457</b><br>Apt Elev <b>1457</b> | <b>3499</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 31

ELLEDALE MUNI (4E7)

|  |  |  |
|--|--|--|
| RNP APCH.  |  | MISSED APPROACH: Climb to 4000<br>direct SOTHA and hold. |
| <div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div></div></div> | Circling NA to Rwys 17 and 35. Rwy 31 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Abredean altimeter setting. |  |
| ABR ASOS<br>125.875  | MINNEAPOLIS CENTER<br>124.2 270.3  | CTAF<br>122.9 0  |



|              |        |  |                        |                      |                 |
|--------------|--------|--|------------------------|----------------------|-----------------|
| 4000         | SOTHA  | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20). |                        |                      |                 |
| 3000         | YURUY  | 3000   | WAFTS                  | 4 NM Holding Pattern |                 |
| 3000         | RW31   | 314°   | 134°                   | 6000                 | 3000            |
| 4.7 NM       | 7 NM   |  |                        |                      | GP 3.00° TCH 40 |
| CATEGORY     | A      | B  | C                      | D                    |                 |
| LPV DA       | 1808-1 | 351 (400-1)  |                        | NA                   |                 |
| LNAV/VNAV DA | 1830-1 | 373 (400-1)  |                        | NA                   |                 |
| LNAV MDA     | 1920-1 | 463 (500-1)  | 1920-1 ¾ 463 (500-1 ¾) | NA                   |                 |
| CIRCLING     | 2060-1 | 603 (700-1)  | 2140-2 683 (700-2)     | NA                   |                 |

RAPID CITY, SOUTH DAKOTA

ILS or LOC Y RWY 13

|                           |                         |  |
|---------------------------|-------------------------|--|
| LOC I-ELR<br><b>111.5</b> | APCH CRS<br><b>130°</b> | Rwy Ldg <b>13,497</b><br>TDZE <b>3276</b><br>Arpt Elev <b>3276</b> |
|---------------------------|-------------------------|--|

[USAF]

ELLSWORTH AFB (KRCA)

RADAR or DME required.

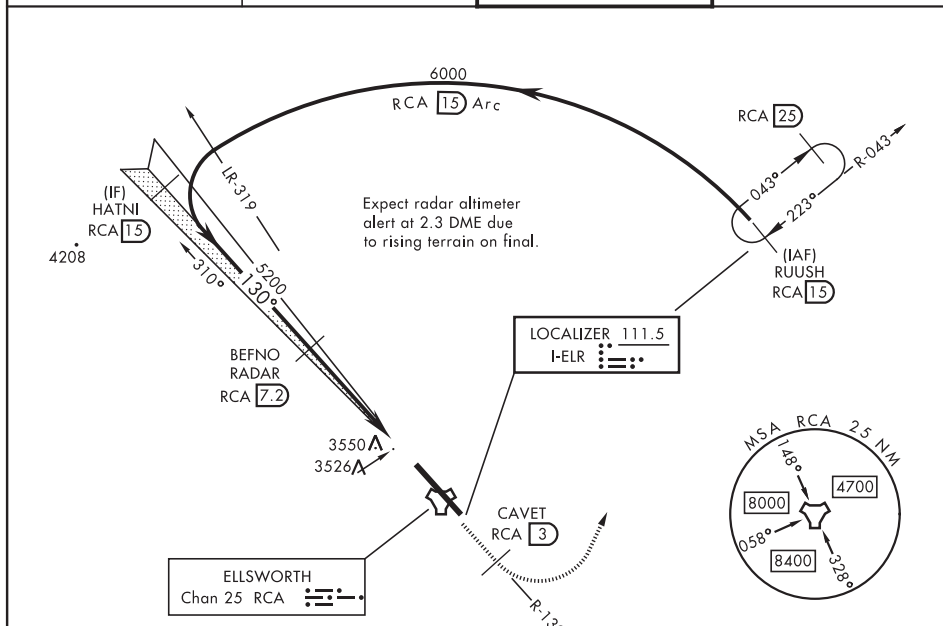
▼ \*When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to  $\frac{1}{2}$  miles.  
 \*\*\* CAT E circling restricted to 28th BW aircraft only;  
 28th BW aircraft will remain within Class D airspace.

ALSF-1



MISSED APPROACH: Track outbound RCA R-130 to 3 DME (CAVET), then turn left to join RCA R-043 to 15 DME (RUUSH) and hold. Maintain 6000.

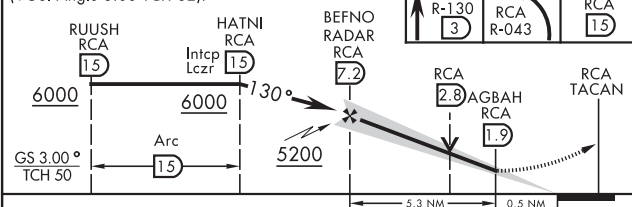
|                                |                               |                                |                               |
|--------------------------------|-------------------------------|--------------------------------|-------------------------------|
| ATIS ★<br><b>120.625 269.9</b> | APP CON<br><b>119.5 259.1</b> | TOWER ★<br><b>126.05 253.5</b> | GND CON<br><b>121.8 275.8</b> |
|--------------------------------|-------------------------------|--------------------------------|-------------------------------|




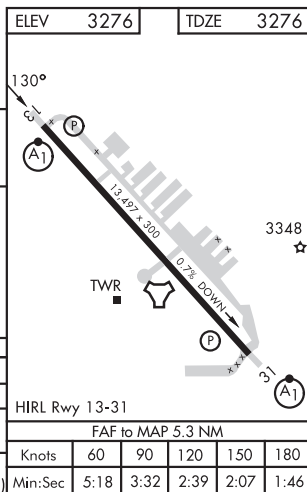
5243

EMERG SAFE ALT 100 NM 9800

VGSI and ILS glidepath not coincident  
 (VGSI Angle 3.00 TCH 62).



| CATEGORY   | A                     | B                     | C                       | D                       | E                       |
|--|-----------------------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-ILS 13 *   | 3476/24               |                       | 200                     | (200-½)                 |                         |
| S-LOC 13 **  | 3780/24 504 (600-½)   |                       | 3780/55 504 (600-1)     |                         |                         |
|  CIRCLING *** | 3860-1<br>584 (600-1) | 3880-1<br>604 (700-1) | 3880-1¾<br>604 (700-1¾) | 3980-2¼<br>704 (800-2¼) | 4040-2¾<br>764 (800-2¾) |



RAPID CITY, SOUTH DAKOTA

44°09'N-103°06'W

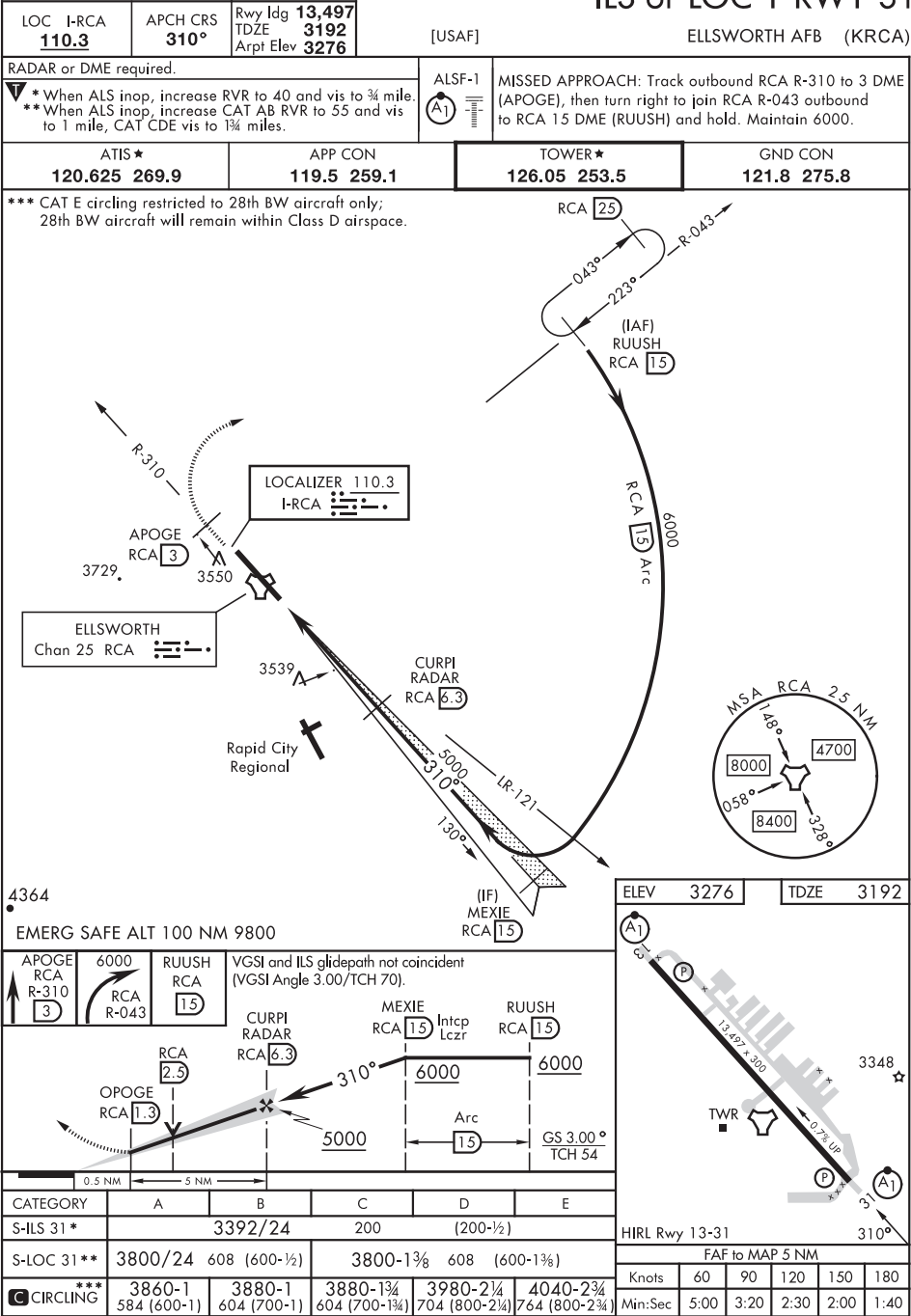
ELLSWORTH AFB (KRCA)

Amdt 1 15SEP16

ILS or LOC Y RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC Y RWY 31



RAPID CITY, SOUTH DAKOTA

TACAN Y RWY 13

|                             |                         |  |
|-----------------------------|-------------------------|--|
| TACAN RCA<br>Chan <b>25</b> | APCH CRS<br><b>136°</b> | Rwy Idg <b>13,497</b><br>TDZE <b>3276</b><br>Arpt Elev <b>3276</b> |
|-----------------------------|-------------------------|--|

[USAF]

ELLSWORTH AFB (KRCA)

▼ \*When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.  
 \*\*CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.

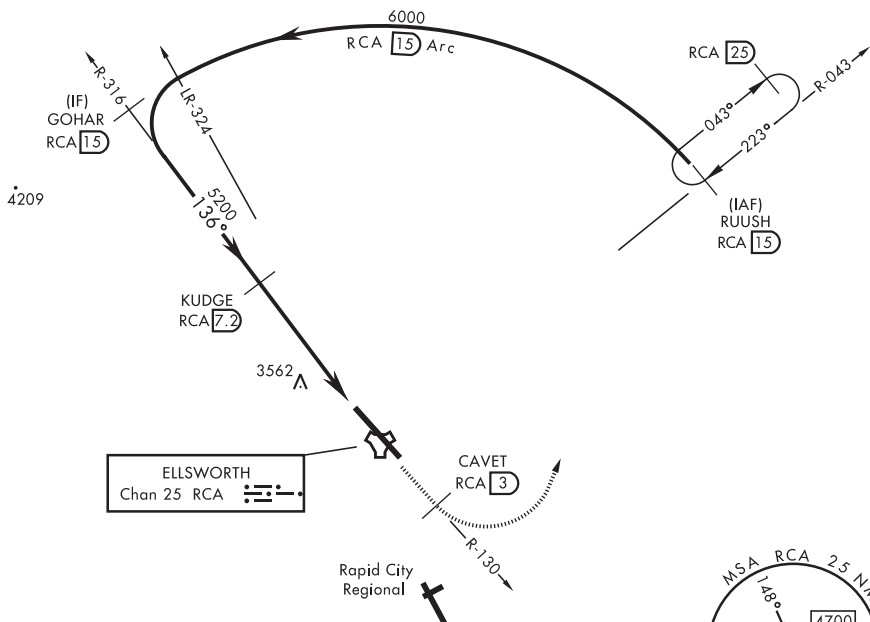
ALSF-1



MISSED APPROACH: Track outbound RCA R-130 to 3 DME (CAVET), then turn left to join RCA R-043 to RCA 15 DME (RUUSH) and hold. Maintain 6000.

|                                |                               |                                |                               |
|--------------------------------|-------------------------------|--------------------------------|-------------------------------|
| ATIS ★<br><b>120.625 269.9</b> | APP CON<br><b>119.5 259.1</b> | TOWER ★<br><b>126.05 253.5</b> | GND CON<br><b>121.8 275.8</b> |
|--------------------------------|-------------------------------|--------------------------------|-------------------------------|

△ 3557



● 5600 EMERG SAFE ALT 100 NM 9800

|            |                       |                       |                         |                         |                         |           |
|------------|-----------------------|-----------------------|-------------------------|-------------------------|-------------------------|-----------|
|            |                       |                       |                         |                         | ELEV 3276               | TDZE 3276 |
| CATEGORY   | A                     | B                     | C                       | D                       | E                       |           |
| S-13*      | 3820/24               | 544 (600-½)           | 3820/60                 | 544                     | (600-1½)                |           |
| CIRCLING** | 3860-1<br>584 (600-1) | 3880-1<br>604 (700-1) | 3880-1¾<br>604 (700-1¾) | 3980-2¼<br>704 (800-2¼) | 4040-2¾<br>764 (800-2¾) |           |

RAPID CITY, SOUTH DAKOTA

44°09'N-103°06'W

ELLSWORTH AFB (KRCA)

Amdt 1 15SEP16

TACAN Y RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025

TACAN Y RWY 31

|                             |                         |   |
|-----------------------------|-------------------------|---|
| TACAN RCA<br>Chan <b>25</b> | APCH CRS<br><b>302°</b> | Rwy Idg <b>13,497</b><br>TDZE <b>3192</b><br>Arprt Elev <b>3276</b> |
|-----------------------------|-------------------------|---|

[USAF]

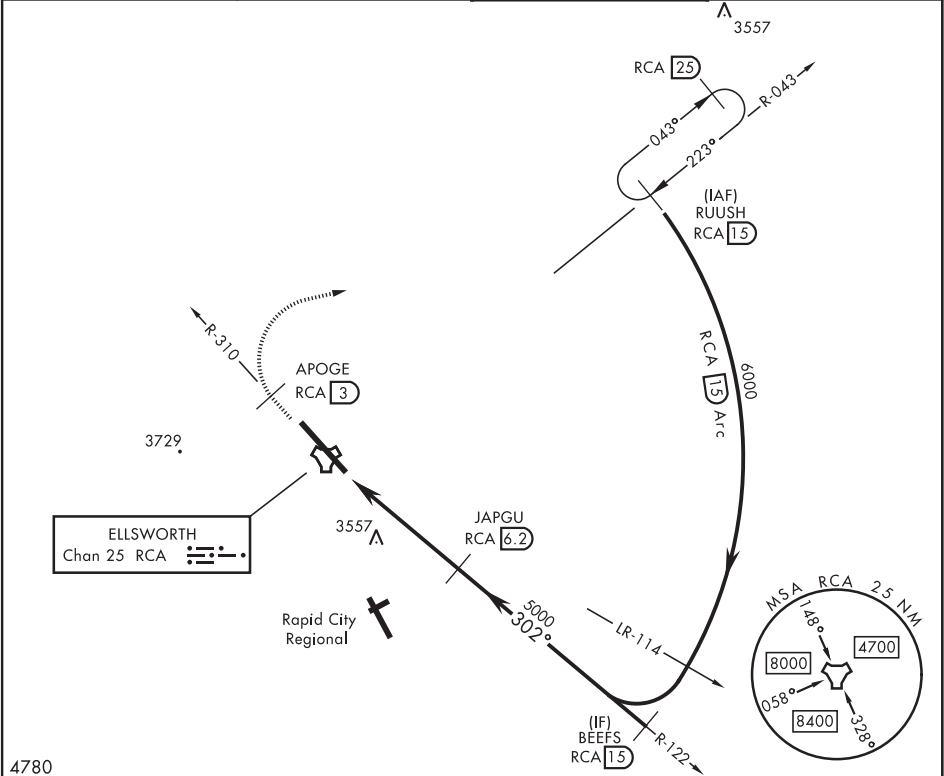
ELLSWORTH AFB (KRCA)

▼ \* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, increase CAT CDE vis to 1¼ mile.  
\*\* CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.

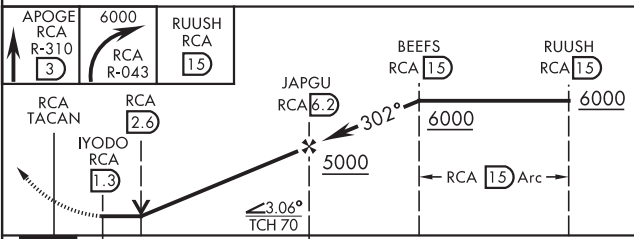
ALSF-1

MISSED APPROACH: Track outbound RCA R-310 to 3 DME (APOGE), then turn right to join RCA R-043 to 15 DME (RUUSH) and hold. Maintain 6000.

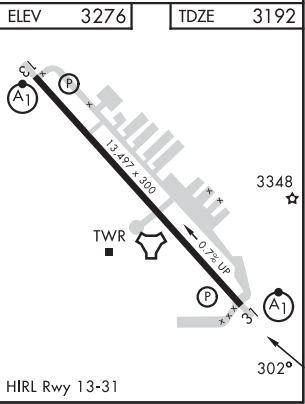
|                                |                               |                                |                               |
|--------------------------------|-------------------------------|--------------------------------|-------------------------------|
| ATIS ★<br><b>120.625 269.9</b> | APP CON<br><b>119.5 259.1</b> | TOWER ★<br><b>126.05 253.5</b> | GND CON<br><b>121.8 275.8</b> |
|--------------------------------|-------------------------------|--------------------------------|-------------------------------|



EMERG SAFE ALT 100 NM 9800



| CATEGORY   | A                   | B                  | C                    | D                    | E                    |
|------------|---------------------|--------------------|----------------------|----------------------|----------------------|
| S-31*      | 3820/24 628 (600-½) |                    | 3820-1¾ 628 (600-1¾) |                      |                      |
| CIRCLING** | 3860-1 584 (600-1)  | 3880-1 604 (700-1) | 3880-1¾ 604 (700-1¾) | 3980-2¼ 704 (800-2¼) | 4040-2¾ 764 (800-2¾) |



TACAN Y RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

RAPID CITY, SOUTH DAKOTA

TACAN-A

|                                |                  |                              |                    |
|--------------------------------|------------------|------------------------------|--------------------|
| VORTAC RAP<br>112.3<br>Chan 70 | APCH CRS<br>146° | Rwy Idg<br>TDZE<br>Arpt Elev | N/A<br>N/A<br>3276 |
|--------------------------------|------------------|------------------------------|--------------------|

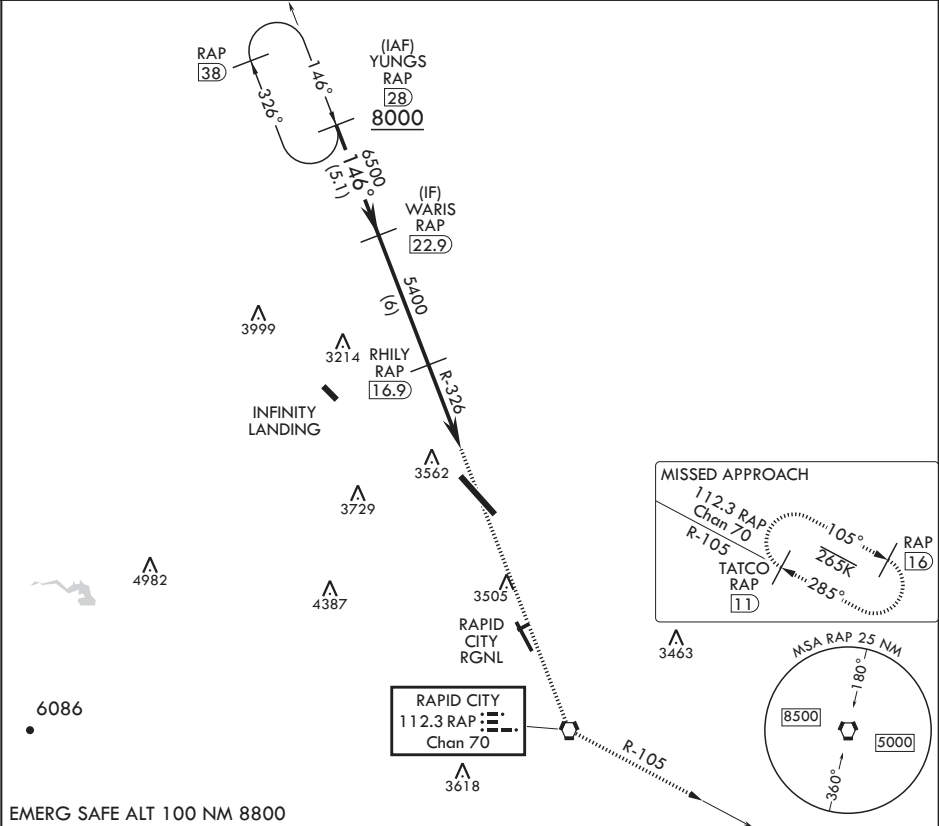
- (USAF)

ELLSWORTH AFB (KRCA)

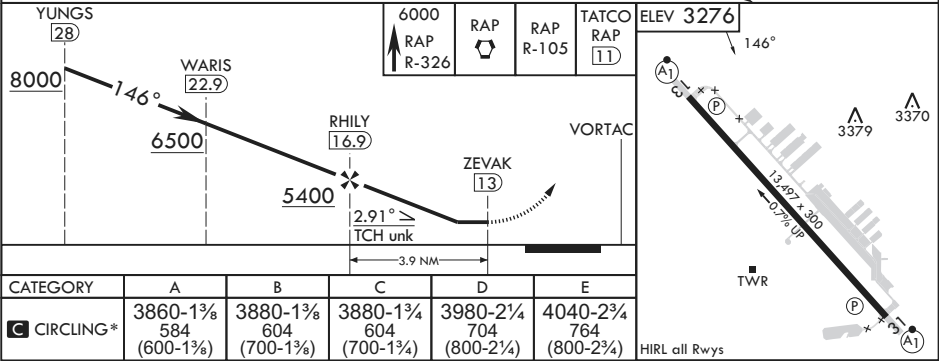
▼ \* CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.

MISSED APPROACH: Track inbound RAP R-326 to RAP VORTAC then turn left to join RAP R-105 outbound to 11 DME and hold. Maintain 6000.

|                        |                        |                        |                        |
|------------------------|------------------------|------------------------|------------------------|
| ATIS★<br>120.625 269.9 | APP CON<br>119.5 259.1 | TOWER★<br>126.05 253.5 | GND CON<br>121.8 275.8 |
|------------------------|------------------------|------------------------|------------------------|



EMERG SAFE ALT 100 NM 8800



RAPID CITY, SOUTH DAKOTA

44°09'N - 103°06'W

ELLSWORTH AFB (KRCA)

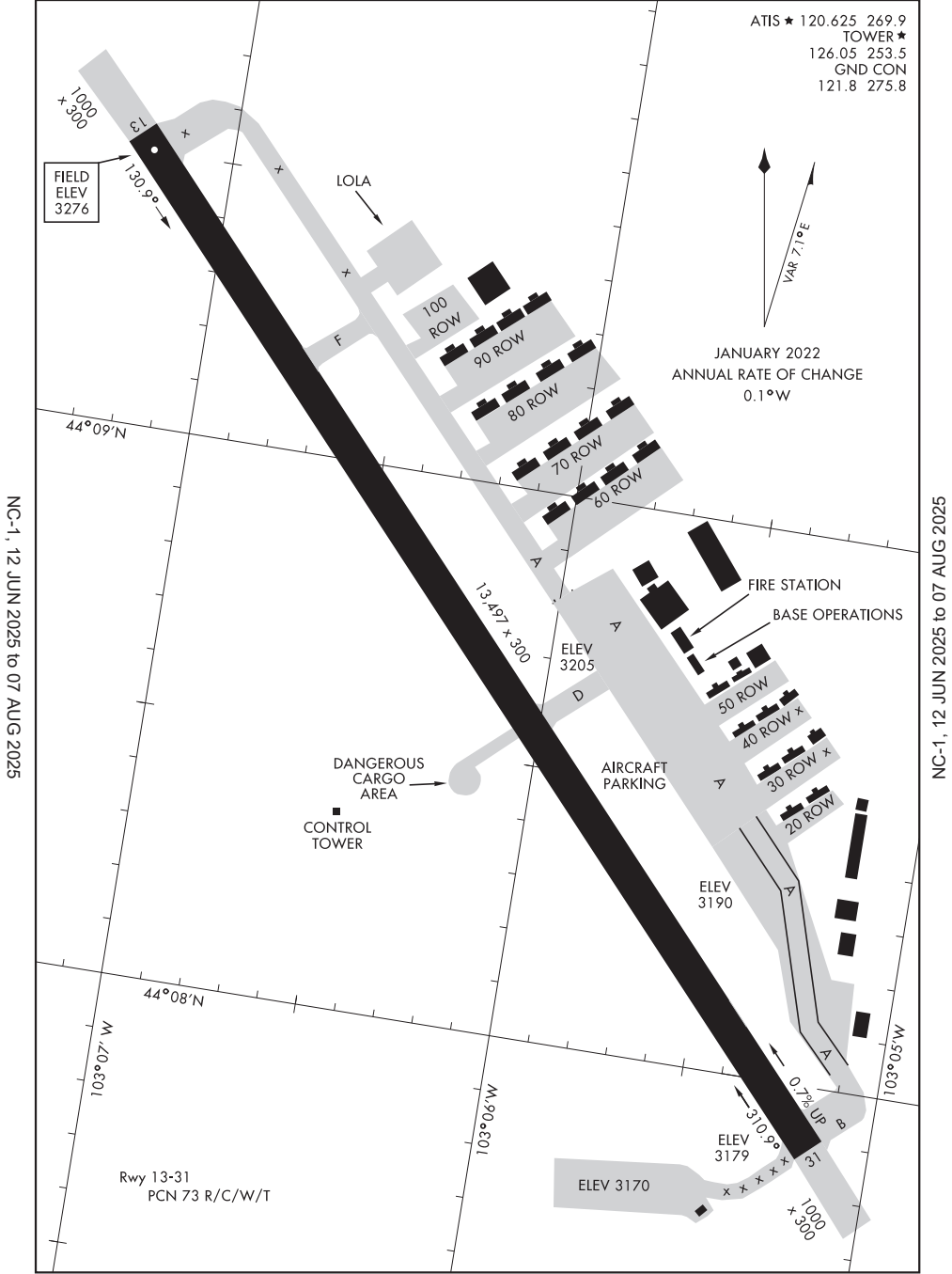
Amdt 2 22JUN17

TACAN-A

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025





NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

16259

ELLSWORTH-THREE DEPARTURE (RCA3•RCA)

ELLSWORTH AFB (KRCA)

RAPID CITY, SOUTH DAKOTA

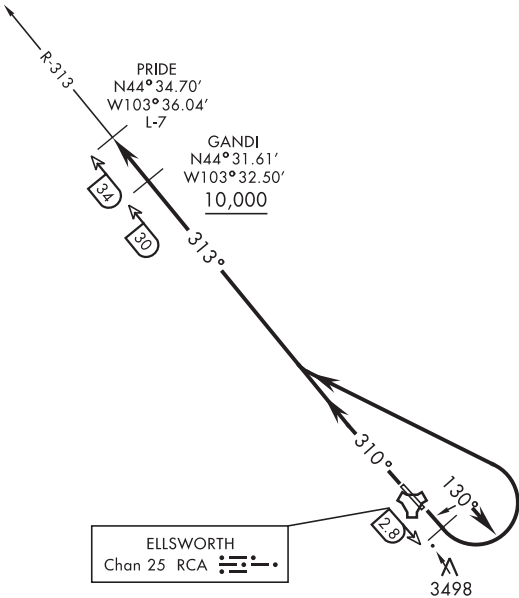
ATIS ★120.625 269.9  
GND CON  
121.8 275.8  
ELLSWORTH TOWER ★  
126.05 253.5  
ELLSWORTH DEP CON  
119.5 289.4  
DENVER CENTER  
127.95 338.2  
ELLSWORTH APP CON  
119.5 259.1

SHL-343 [USAF]

| Rwy | Knots    | 60  | 120 | 180 | 240 | 300  | 360  |
|-----|----------|-----|-----|-----|-----|------|------|
| 13  | V/V(fpm) | 221 | 442 | 663 | 884 | 1105 | 1326 |
| 31  | V/V(fpm) | 236 | 472 | 708 | 944 | 1180 | 1416 |

ATC Climb Rate to 10,000

CAUTION:  
Traffic transiting  
IR-492 between  
10,000 and 16,000.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13: Track 130° until RCA TACAN 2.8 DME. Turn left to intercept RCA R-313 outbound to PRIDE. Cross GANDI at or above 10,000.

TAKE-OFF RWY 31: Track 310° to intercept RCA TACAN R-313 outbound to PRIDE. Cross GANDI at or above 10,000.

ELLSWORTH-THREE DEPARTURE (RCA3•RCA)

Orig 15SEP16

RAPID CITY, SOUTH DAKOTA

ELLSWORTH AFB (KRCA)

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86827</b><br><b>W12A</b> | APP CRS<br><b>120°</b> | Rwy Idg<br>TDZE <b>1452</b><br>Apt Elev <b>1456</b> |
|--|------------------------|---|

RNAV (GPS) RWY 12

ELY MUNI (ELO)

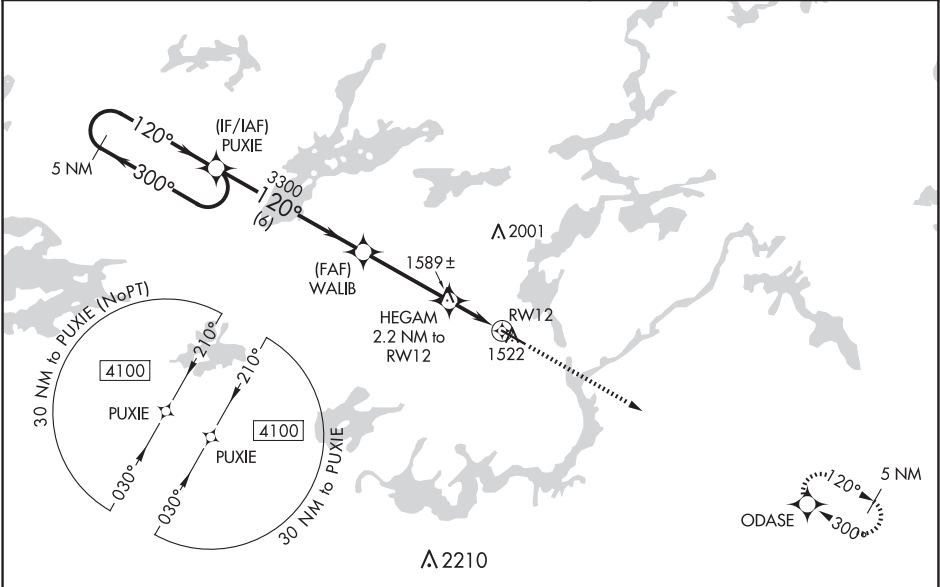
▼

▲

Baro-VNAV NA when using Cook altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 34°C (93°F). DME/DME RNP-0.3 NA. VDP NA when using Cook altimeter setting. When local altimeter setting not received, use Cook altimeter setting and increase all DA/MDA 100 feet; increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ⅓ mile all Cats, and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4100 direct ODASE and hold.

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>132.025</b> | MINNEAPOLIS CENTER<br><b>127.9 281.45</b> | UNICOM<br><b>122.8 (CTAF) ①</b> |
|----------------------------|---|---------------------------------|



ELEV 1456

TDZE 1452

5 NM Holding Pattern

PUXIE

WALIB

HEGAM

4100

3300

2160

ODASE

120° to RWY 12

5596 X 100

| CATEGORY     | A                  | B                    | C                    | D                   |
|--------------|--------------------|----------------------|----------------------|---------------------|
| LPV DA       | 1652-1 200 (200-1) |                      |                      |                     |
| LNAV/VNAV DA | 1726-1 274 (300-1) |                      |                      |                     |
| LNAV MDA     | 1840-1 388 (400-1) | 1840-1½ 388 (400-1½) |                      |                     |
| CIRCLING     | 1920-1 464 (500-1) | 1940-1 484 (500-1)   | 1940-1½ 484 (500-1½) | 2360-3 904 (1000-3) |

MIRL Rwy 12-30 ①  
REIL Rwys 12 and 30 ①

ELY, MINNESOTA

AL-5974 (FAA)

22083

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>93627</b><br><b>W30A</b> | APP CRS<br><b>300°</b> | Rwy Idg<br>TDZE <b>1456</b><br>Apt Elev <b>1456</b> |
|--|------------------------|---|

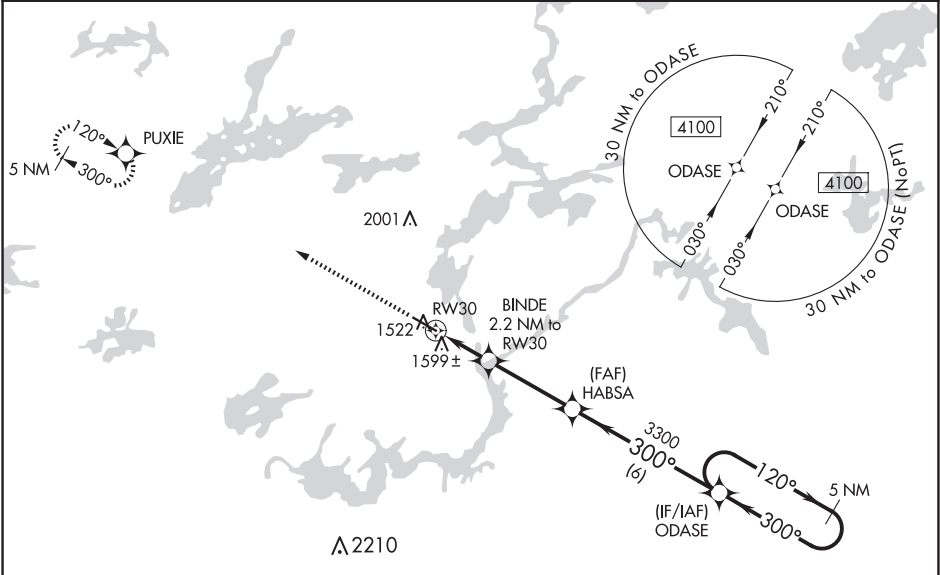
RNAV (GPS) RWY 30

ELY MUNI (ELO)

**⚠** Baro-VNAV NA when using Cook altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 34°C (93°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Cook altimeter setting and increase all DA/MDA 100 feet; increase LPV visibility ½ mile all Cats, LNAV/VNAV visibility ¾ mile all Cats, and LNAV Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 4100 direct PUXIE and hold.

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>132.025</b> | MINNEAPOLIS CENTER<br><b>127.9 281.45</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|---|---------------------------------|



ELEV 1456

TDZE 1456

4100

PUXIE

\*LNAV only

BINDE 2.2 NM to RW30

HABSA 3300

ODASE

5 NM Holding Pattern

120°

300°

4100

GP 3.00°

TCH 52

| CATEGORY     | A                     | B                     | C                       | D                      |
|--------------|-----------------------|-----------------------|-------------------------|------------------------|
| LPV DA       |                       | 1706-1                | 250 (300-1)             |                        |
| LNAV/VNAV DA |                       | 1780-1                | 324 (400-1)             |                        |
| LNAV MDA     | 1860-1                | 404 (500-1)           | 1860-1½                 | 404 (500-1½)           |
| CIRCLING     | 1920-1<br>464 (500-1) | 1940-1<br>484 (500-1) | 1940-1½<br>484 (500-1½) | 2360-3<br>904 (1000-3) |

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>57931</b><br><b>W27A</b> | APP CRS<br><b>274°</b> | Rwy Idg <b>4000</b><br>TDZE <b>1372</b><br>Apt Elev <b>1376</b> |
|--|------------------------|---|

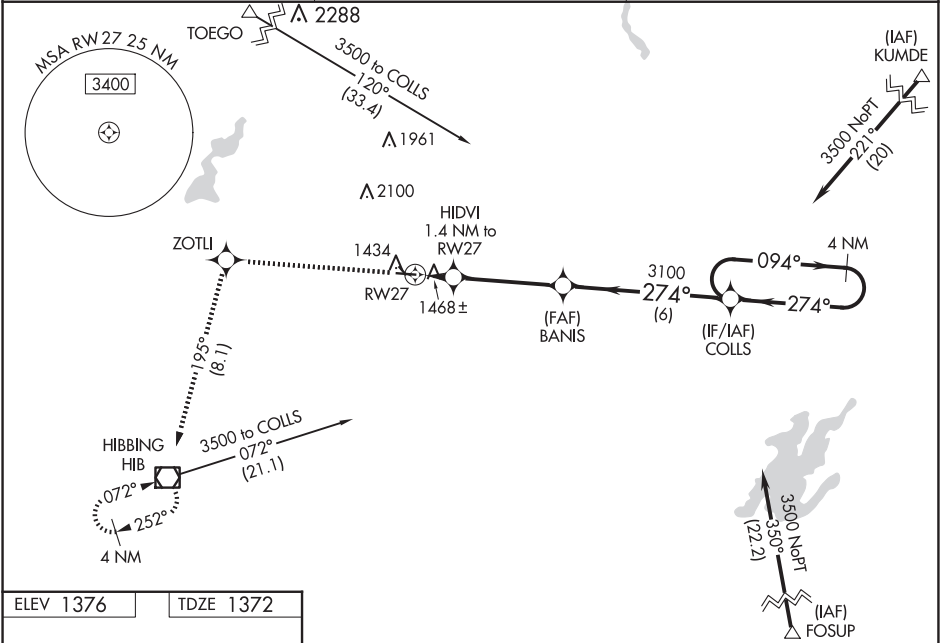
RNAV (GPS) RWY 27

EVELETH/VIRGINIA MUNI (EVM)

**⚠** Baro-VNAV NA when using Hibbing altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling to Rwy 14 and 32 NA. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Hibbing altimeter setting and increase LPV DA to 1670 feet, increase LNAV/VNAV DA to 1687 feet; increase all MDAs 40 feet and increase LNAV Cat C/D visibility ½ SM.

**MISSED APPROACH:**  
Climb to 3600 direct ZOTU and on track 195° to HIB VOR/DME and hold.

|                          |                                       |                                 |
|--------------------------|---------------------------------------|---------------------------------|
| AWOS-3<br><b>118.825</b> | DULUTH APP CON<br><b>125.45 233.7</b> | UNICOM<br><b>122.7 (CTAF) 1</b> |
|--------------------------|---------------------------------------|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1376 | TDZE 1372 |
|-----------|-----------|

Diagram of the RWY 27 approach, showing the 4000 X 75 runway, 2000 X 100 runway, and 200 X 75 runway. It also shows the 274° heading and the 1840\* altitude.

|      |      |         |     |
|------|------|---------|-----|
| 3600 | ZOTU | tr 195° | HIB |
|------|------|---------|-----|

\*LNAV only

HIDVI 1.4 NM to RW27

BANIS 3100

COLLS

4 NM Holding Pattern

094° → 3500

← 274°

GP 3.00°

TCH 41

| CATEGORY     | A                     | B                     | C                       | D                       |
|--------------|-----------------------|-----------------------|-------------------------|-------------------------|
| LPV DA       | 1634-1½ 262 (300-1½)  |                       |                         |                         |
| LNAV/VNAV DA | 1651-1 279 (300-1)    |                       |                         |                         |
| LNAV MDA     | 1720-1 348 (400-1)    |                       |                         |                         |
| CIRCLING     | 1880-1<br>504 (600-1) | 1940-1<br>564 (600-1) | 2260-2¾<br>884 (900-2¾) | 2460-3<br>1084 (1100-3) |

MIRL Rwy 9-27 and 14-32 1  
REIL Rwy 27 1

EVELETH, MINNESOTA

AL-5236 (FAA)

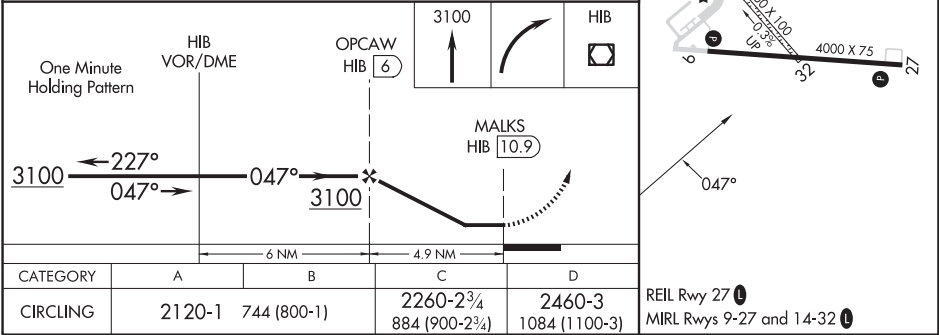
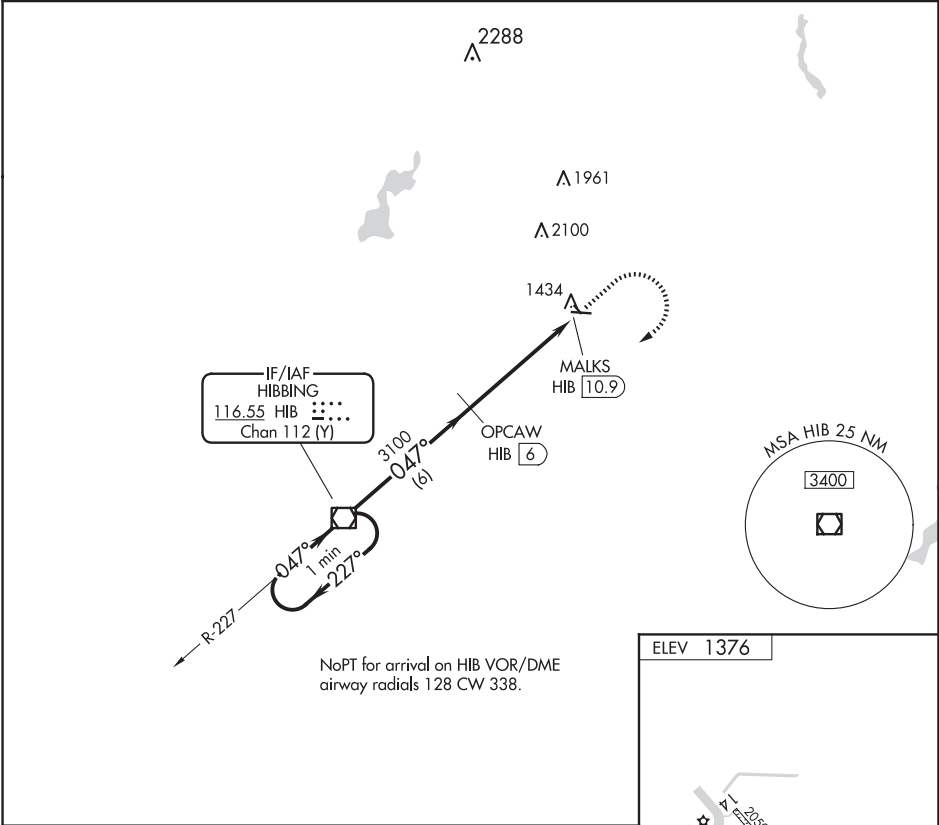
23222

|   |                        |  |
|---|------------------------|--|
| VOR/DME HIB<br><b>116.55</b><br>Chan <b>112 (Y)</b> | APP CRS<br><b>047°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>1376</b> |
|---|------------------------|--|

**VOR-A**  
EVELETH/VIRGINIA MUNI (EVM)

|  |   |
|--|---|
| <b>⚠</b> When local altimeter setting not received, use Hibbing altimeter setting and increase all MDA 40 feet. Rwy 27 helicopter visibility reduction below ¾ SM NA. Circling to Rwys 14 and 32 NA. DME required. | MISSED APPROACH: Climb to 3100 then right turn direct HIB VOR/DME and hold. |
|--|---|

|                          |                                       |                                 |
|--------------------------|---------------------------------------|---------------------------------|
| AWOS-3<br><b>118.825</b> | DULUTH APP CON<br><b>125.45 233.7</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|--------------------------|---------------------------------------|---------------------------------|



EVELETH, MINNESOTA

Amdt 2B 09SEP21

47°25'N-92°30'W

EVELETH/VIRGINIA MUNI (EVM)

**VOR-A**


NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

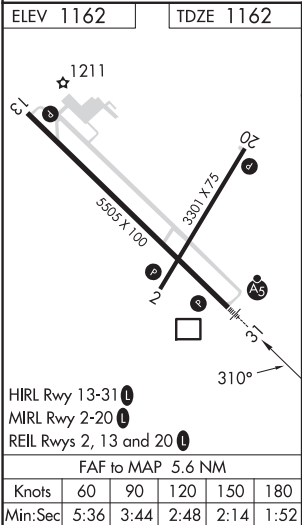
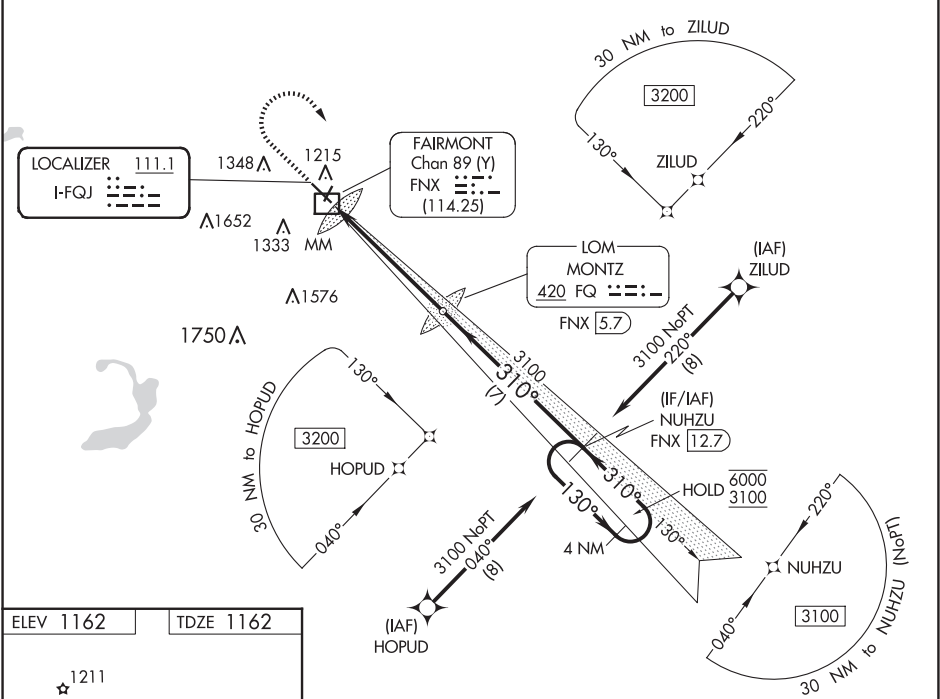
|           |         |          |      |
|-----------|---------|----------|------|
| LOC I-FQJ | APP CRS | Rwy Idg  | 5505 |
| 111.1     | 310°    | TDZE     | 1162 |
|           |         | Apt Elev | 1162 |



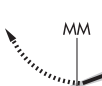




ILS or LOC RWY 31

FAIRMONT MUNI (FRM)

|   |  |   |  |
|---|--|---|--|
| RNP APCH-GPS. ADF or DME required, LOC only.  |  | <div>MALSR</div> <div></div> | MISSED APPROACH: Climb to 1800 then climbing right turn to 3100 direct NUHZU and hold. |
| <div><div><div><div><div></div><div></div></div><div></div></div><div></div><div>NA</div></div></div> <div>For inop ALS, increase S-ILS-31 all Cts visibility to ¾ SM and S-LOC 31 Cts C/D visibility to 1¾ SM. DME from FNX DME. DME use requires simultaneous reception of I-FQJ and FNX DME. Autopilot coupled approach NA below 1480 MSL.</div> |  |   |  |

|                     |                                    |  |
|---------------------|------------------------------------|--|
| AWOS-3PT<br>120.025 | MINNEAPOLIS CENTER<br>127.75 257.7 | UNICOM<br>122.8 (CTAF)  |
|---------------------|------------------------------------|--|



|  |  |  |  |  |
|--|--|--|--|--|
| <div><div>1800</div><div></div></div> | <div><div>3100</div><div></div></div> | <div><div>NUHZU</div><div>FNX</div><div>12.7</div></div>   | VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00/TCH 40).   |  |
|  |  | <div><div>FQ LOM</div><div>MONTZ</div><div>FNX</div><div>5.7</div></div>   | <div><div>NUHZU</div><div>FNX</div><div>12.7</div></div>   | <div><div>4 NM</div><div>Holding Pattern</div></div>   |
| <div><div></div></div>                |  | <div><div>3005</div><div></div></div> | <div><div>310°</div><div></div></div> | <div><div>130°</div><div></div></div> |
| <div><div>0.5</div><div>0.9</div><div>4.2 NM</div><div>7 NM</div></div>  |  | <div><div>3100</div></div>   | <div><div>6000</div><div>3100</div></div>  | <div><div>GS 3.00°</div><div>TCH 59</div></div>  |
| CATEGORY   | A  | B  | C  | D  |
| S-ILS 31   | 1480-½ 318 (400-½)   |  |  |  |
| S-LOC 31   | 1640-½ 478 (500-½)   |  | 1640-1 478 (500-1)   |  |
|  CIRCLING                             | 1660-1 498 (500-1)   |  | 1980-2½<br>818 (900-2½)  | 1980-2¾<br>818 (900-2¾)  |

FAIRMONT, MINNESOTA

AL-5353 (FAA)

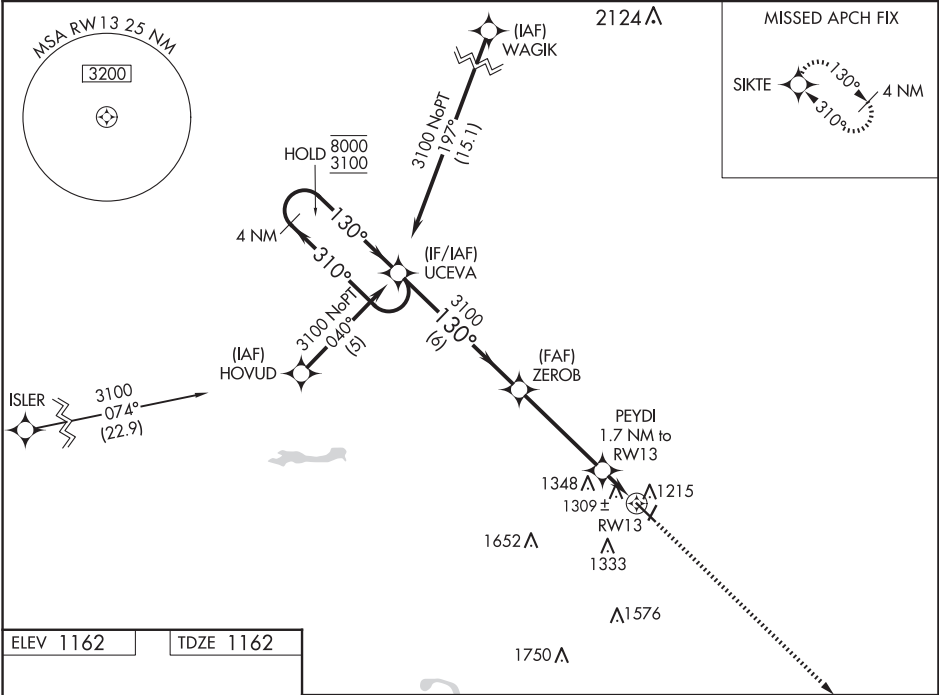
25107

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>45812</b><br><b>W13A</b> | APP CRS<br><b>130°</b> | Rwy Idg<br>TDZE <b>1162</b><br>Apt Elev <b>1162</b> |
|--|------------------------|---|

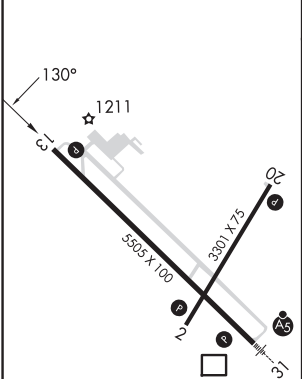
RNAV (GPS) RWY 13  
FAIRMONT MUNI (FRM)

|               |  |
|---------------|--|
| RNP APCH-GPS. | MISSED APPROACH: Climb to 3100<br>direct SIKTE and hold. |
|---------------|--|

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>120.025</b> | MINNEAPOLIS CENTER<br><b>127.75 257.7</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|---|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1162 | TDZE 1162 |
|-----------|-----------|



FAIRMONT, MINNESOTA  
Orig-C 23FEB23

43°39'N-94°25'W

FAIRMONT MUNI (FRM)  
RNAV (GPS) RWY 13

|   |                    |             |                               |                               |                |
|---|--------------------|-------------|-------------------------------|-------------------------------|----------------|
| VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 43). |                    |             |                               | 3100                          | SIKTE          |
| 4 NM Holding Pattern  |                    |             |                               | UCEVA                         | ZEROB          |
| 8000<br>3100  |                    |             |                               | 3100                          | PEYDI          |
| GP 3.00°<br>TCH 48  |                    |             |                               | 1740                          | 1.7 NM to RW13 |
|   |                    |             |                               | 6 NM                          | 4.2 NM         |
| CATEGORY  | A                  | B           | C                             | D                             |                |
| LPV DA  | 1460-1 298 (300-1) |             |                               |                               |                |
| LNAV/VNAV DA  | 1695-2 533 (600-2) |             |                               |                               |                |
| LNAV MDA  | 1560-1             | 398 (400-1) | 1560-1 1/8<br>398 (400-1 1/8) | 1560-1 1/4<br>398 (400-1 1/4) |                |
| CIRCLING  | 1660-1             | 498 (500-1) | 1980-2 1/2<br>818 (900-2 1/2) | 1980-2 3/4<br>818 (900-2 3/4) |                |



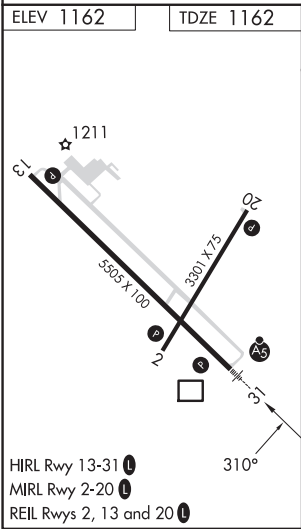
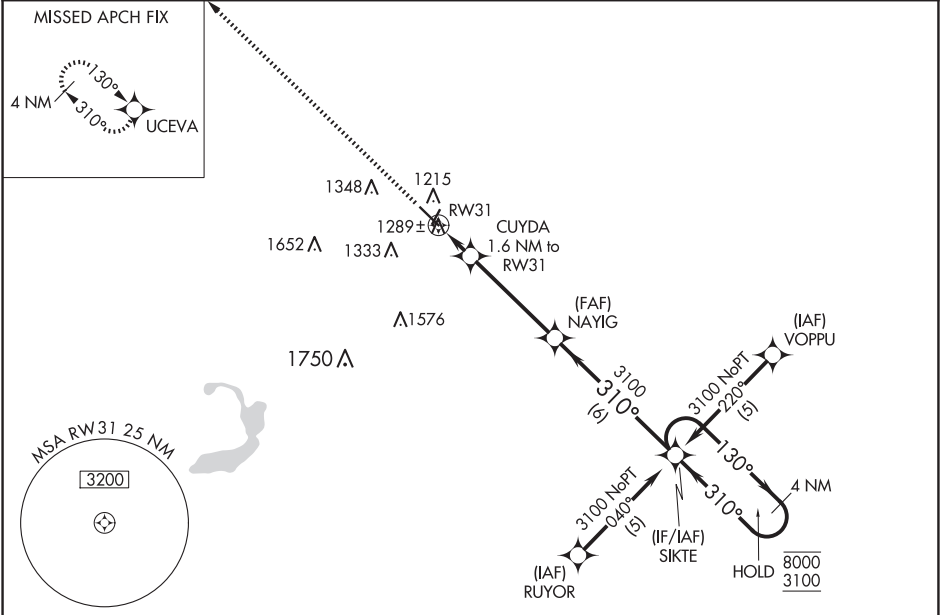
|  |                        |   |   |
|--|------------------------|---|---|
| WAAS<br>CH <b>90412</b><br><b>W31A</b> | APP CRS<br><b>310°</b> | Rwy Idg<br>TDZE <b>1162</b><br>Apt Elev <b>1162</b> | <b>5505</b><br><b>1162</b><br><b>1162</b> |
|--|------------------------|---|---|

RNAV (GPS) RWY 31

FAIRMONT MUNI (FRM)

|   |             |   |
|---|-------------|---|
| RNP APCH-GPS.<br>▼ For uncompensated Baro-VNAV systems, procedure NA below -17° C or above 54°C. For inop ALS, increase LPV all Cats visibility to ¾ SM and LNAV/VNAV all Cats visibility to 1½ SM. | MALSR<br>A5 | MISSED APPROACH: Climb to 3100 direct UCEVA and hold. |
|---|-------------|---|

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>120.025</b> | MINNEAPOLIS CENTER<br><b>127.75 257.7</b> | UNICOM<br><b>122.8 (CTAF) 1</b> |
|----------------------------|---|---------------------------------|



|              |                    |  |                      |                      |           |
|--------------|--------------------|--|----------------------|----------------------|-----------|
| 3100         | UCEVA              | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40). |                      |                      |           |
| 1.6 NM       | 4.2 NM             | 6 NM   | 4 NM Holding Pattern | SIKTE                | 8000 3100 |
| CATEGORY     | A                  | B  | C                    | D                    |           |
| LPV DA       | 1467-½ 305 (400-½) |  |                      |                      |           |
| LNAV/VNAV DA | 1581-¾ 419 (500-¾) |  |                      |                      |           |
| LNAV MDA     | 1560-½ 398 (400-½) | 1560-⅝ 398 (400-⅝)   |                      |                      |           |
| CIRCLING     | 1660-1 498 (500-1) | 1980-2½ 818 (900-2½)   |                      | 1980-2¾ 818 (900-2¾) |           |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

FARGO, NORTH DAKOTA

AL-144 (FAA)

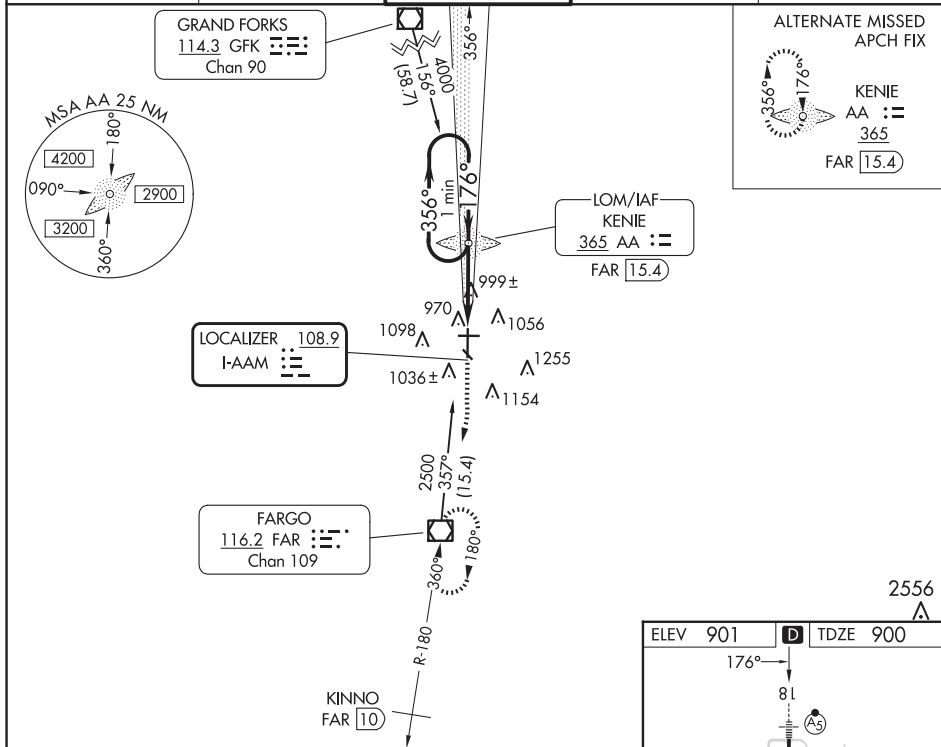
24193

|                           |                        |   |
|---------------------------|------------------------|---|
| LOC I-AAM<br><b>108.9</b> | APP CRS<br><b>176°</b> | Rwy Idg <b>9001</b><br>TDZE <b>900</b><br>Apt Elev <b>901</b> |
|---------------------------|------------------------|---|

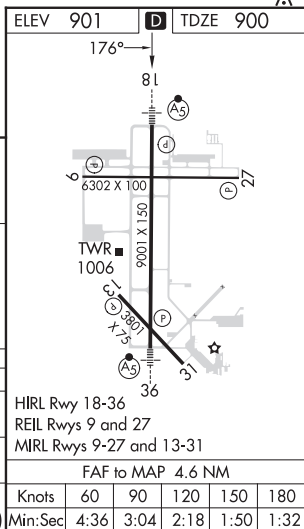
ILS or LOC RWY 18  
HECTOR INTL (FAR)

|  |             |   |
|--|-------------|---|
| ADF or DME required for procedure entry.<br>▼<br>▲ For inop MALSR, increase S-ILS 18 Cat E visibility to RVR 4000, and S-LOC 18 Cat E visibility to RVR 5000.<br>* Visibility Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA. | MALSR<br>A5 | MISSED APPROACH: Climb to 2500 direct FAR VOR/DME and hold. |
|--|-------------|---|

|                            |                                      |                                   |                               |                                |
|----------------------------|--------------------------------------|-----------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>124.5 379.2</b> | FARGO APP CON<br><b>120.4 377.15</b> | FARGO TOWER<br><b>133.8 290.4</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>121.9 348.6</b> |
|----------------------------|--------------------------------------|-----------------------------------|-------------------------------|--------------------------------|



|   |                     |                      |                      |                      |
|---|---------------------|----------------------|----------------------|----------------------|
| VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68). |                     |                      |                      |                      |
| One Minute Holding Pattern                                      |                     |                      |                      |                      |
| 2500 ← 356° → 2500  |                     |                      |                      |                      |
| GS 3.00° TCH 51   |                     |                      |                      |                      |
| 4.6 NM  |                     |                      |                      |                      |
| CATEGORY  | A                   | B                    | C                    | D                    |
| S-ILS 18*   | 1100/24 200 (200-½) |                      |                      |                      |
| S-LOC 18  | 1260/24 360 (400-½) |                      | 1260/40 360 (400-¾)  |                      |
| CIRCLING  | 1380-1 479 (500-1)  | 1520-1¾ 619 (700-1¾) | 1620-2¼ 719 (800-2¼) | 1620-2½ 719 (800-2½) |



FARGO, NORTH DAKOTA  
Orig-E 30JAN20

46°55'N-96°49'W

HECTOR INTL (FAR)  
ILS or LOC RWY 18

NC-1, 12 JUN 2025 to 07 AUG 2025

|               |         |          |      |
|---------------|---------|----------|------|
| LOC/DME I-FAR | APP CRS | Rwy Idg  | 9001 |
| 110.3         | 356°    | TDZE     | 899  |
| Chan 40       |         | Apt Elev | 901  |

ILS or LOC RWY 36  
HECTOR INTL (FAR)

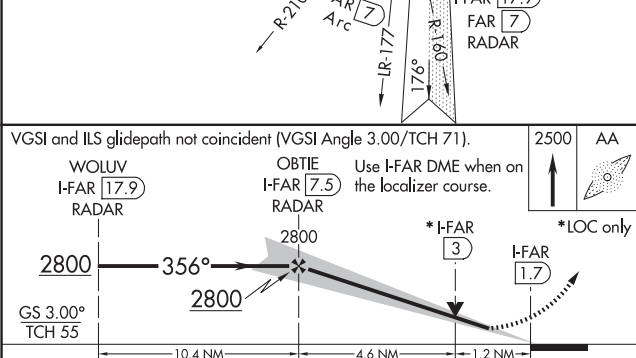
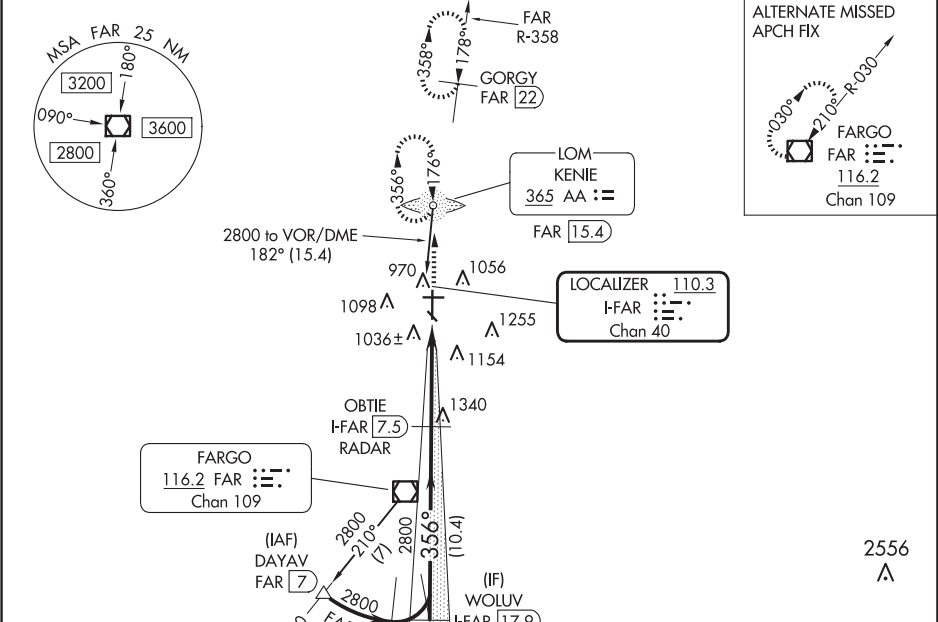
ADF or DME required for procedure entry. ADF or DME required.

For inop ALS increase S-ILS 36 Cat E visibility to RVR 4000 and S-LOC 36 Cat C/D/E visibility to 1 3/8 SM.  
# RVR 1800 authorized with use of FD or AP or HUD to DA.

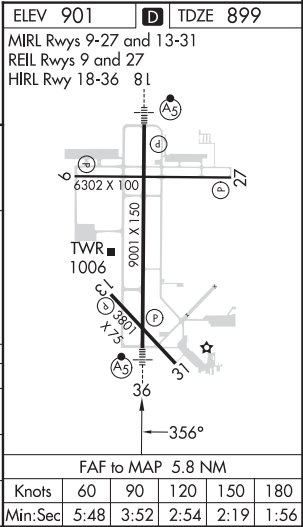
MALSR

MISSED APPROACH: Climb to 2500 direct KENIE LOM and hold (DME aircraft climb to 4000 on FAR VOR/DME R-358 to GORGY/22 DME and hold N, RT, 178° inbound, continue climb-in-hold to 4000).

|             |               |             |             |             |
|-------------|---------------|-------------|-------------|-------------|
| ATIS        | FARGO APP CON | FARGO TOWER | GND CON     | CLNC DEL    |
| 124.5 379.2 | 120.4 377.15  | 133.8 290.4 | 121.9 348.6 | 121.9 348.6 |



| CATEGORY  | A                     | B             | C                          | D                          | E                          |
|-----------|-----------------------|---------------|----------------------------|----------------------------|----------------------------|
| S-ILS 36# | 1099/24 200 (200-1/2) |               |                            |                            |                            |
| S-LOC 36  | 1360/24               | 461 (500-1/2) | 1360/50                    | 461 (500-1)                |                            |
| CIRCLING  | 1380-1                | 479 (500-1)   | 1520-1 3/4 619 (700-1 3/4) | 1620-2 1/4 719 (800-2 1/4) | 1620-2 1/2 719 (800-2 1/2) |



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

FARGO, NORTH DAKOTA

AL-144 (FAA)

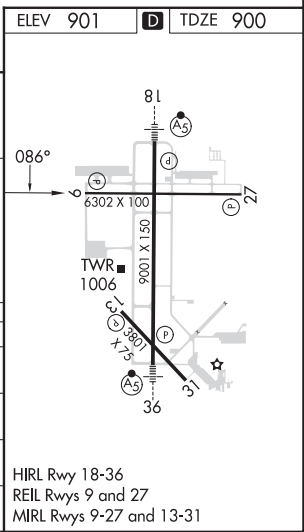
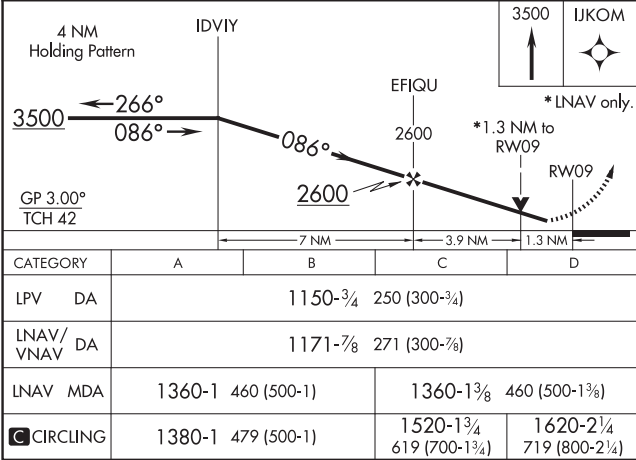
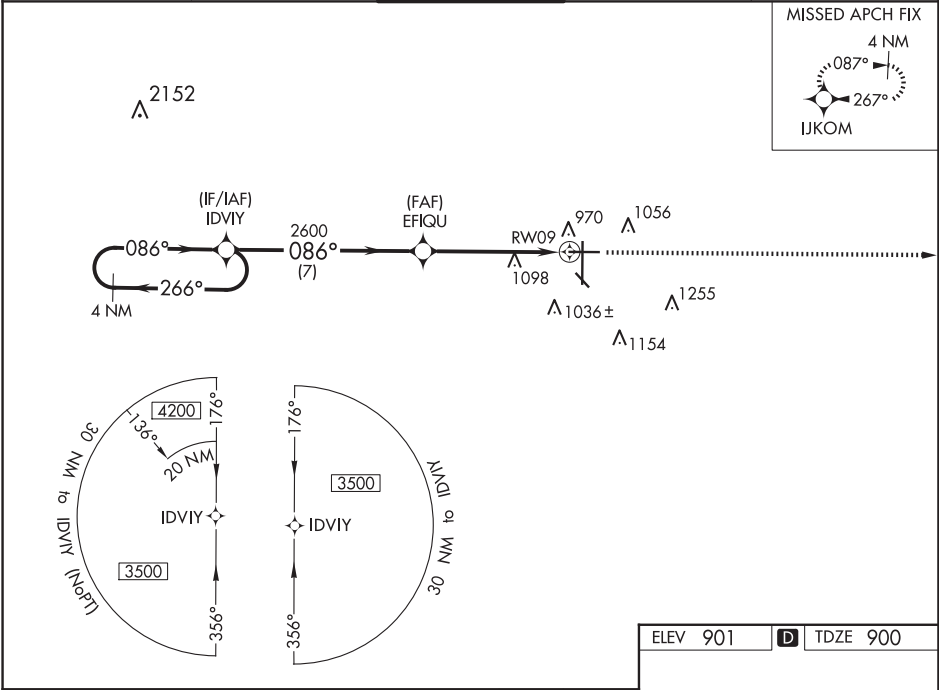
24193

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>97433</b><br><b>W09A</b> | APP CRS<br><b>086°</b> | Rwy ldg<br>TDZE <b>900</b><br>Apt Elev <b>901</b> | <b>6302</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 9  
HECTOR INTL (F.A.R.)

|   |  |   |  |
|---|--|---|--|
| RNP APCH.   |  | MISSED APPROACH: Climb to 3500 direct IJKOM and hold. |  |
| Baro-VNAV NA.<br>Rwy 9 helicopter visibility reduction below ¾ SM NA. |  |   |  |

|                            |                                      |                                   |                               |                                |
|----------------------------|--------------------------------------|-----------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>124.5 379.2</b> | FARGO APP CON<br><b>120.4 377.15</b> | FARGO TOWER<br><b>133.8 290.4</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>121.9 348.6</b> |
|----------------------------|--------------------------------------|-----------------------------------|-------------------------------|--------------------------------|



FARGO, NORTH DAKOTA  
Amdt 1C 03JAN19

46°55'N-96°49'W

HECTOR INTL (F.A.R.)  
RNAV (GPS) RWY 9

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>40006</b><br><b>W18A</b> | APP CRS<br><b>176°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9001</b><br><b>900</b><br><b>901</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 18

HECTOR INTL (FAR)

RNP APCH.

▼

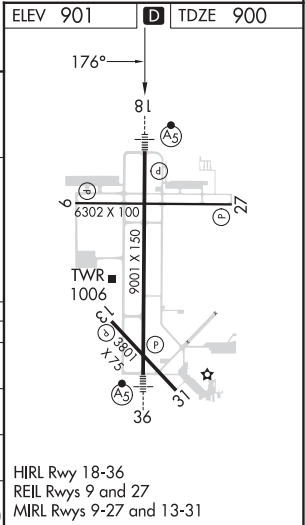
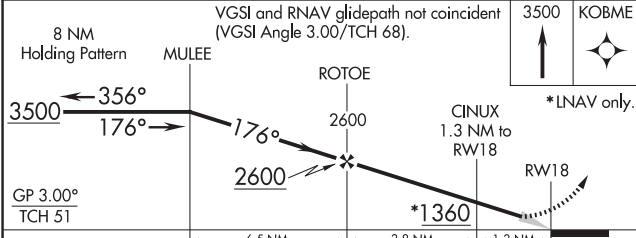
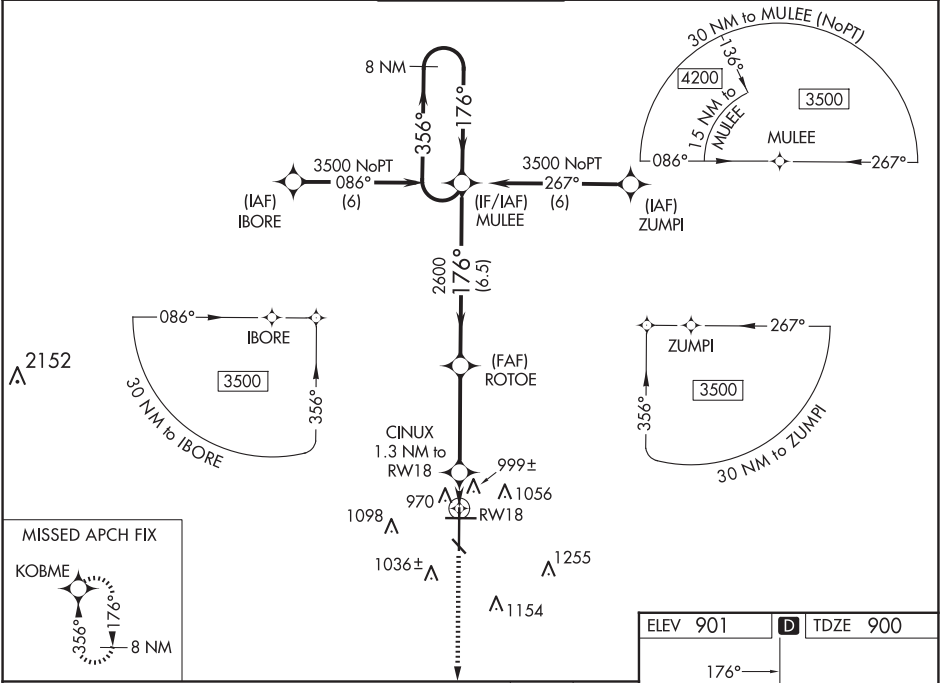
▲

For inoperative MALS, increase LPV Cat E visibility to RVR 4000 and LNAV/VNAV Cat E and LNAV Cat D and E to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).  
#RVR 1800 authorized with use of FD or AP or HUD to DA.

MALS

MISSED APPROACH:  
Climb to 3500 direct  
KOBME and hold.

|                            |                                      |                                   |                               |                                |
|----------------------------|--------------------------------------|-----------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>124.5 379.2</b> | FARGO APP CON<br><b>120.4 377.15</b> | FARGO TOWER<br><b>133.8 290.4</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>121.9 348.6</b> |
|----------------------------|--------------------------------------|-----------------------------------|-------------------------------|--------------------------------|



| CATEGORY     | A                   | B                    | C                    | D                    | E |
|--------------|---------------------|----------------------|----------------------|----------------------|---|
| LPV DA#      | 1100/24 200 (200-½) |                      |                      |                      |   |
| LNAV/VNAV DA | 1272/40 372 (400-¾) |                      |                      |                      |   |
| LNAV MDA     | 1260/24 360 (400-½) |                      | 1260/50 360 (400-1)  |                      |   |
| CIRCLING     | 1380-1 479 (500-1)  | 1520-1¾ 619 (700-1¾) | 1620-2¼ 719 (800-2¼) | 1620-2½ 719 (700-2½) |   |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

FARGO, NORTH DAKOTA


AL-144 (FAA)

24193

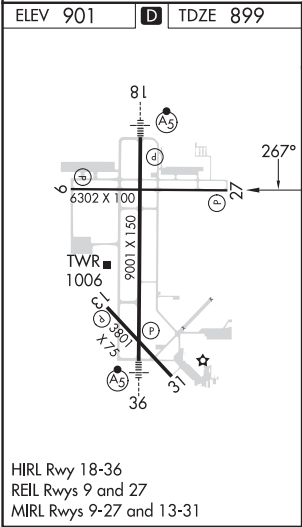
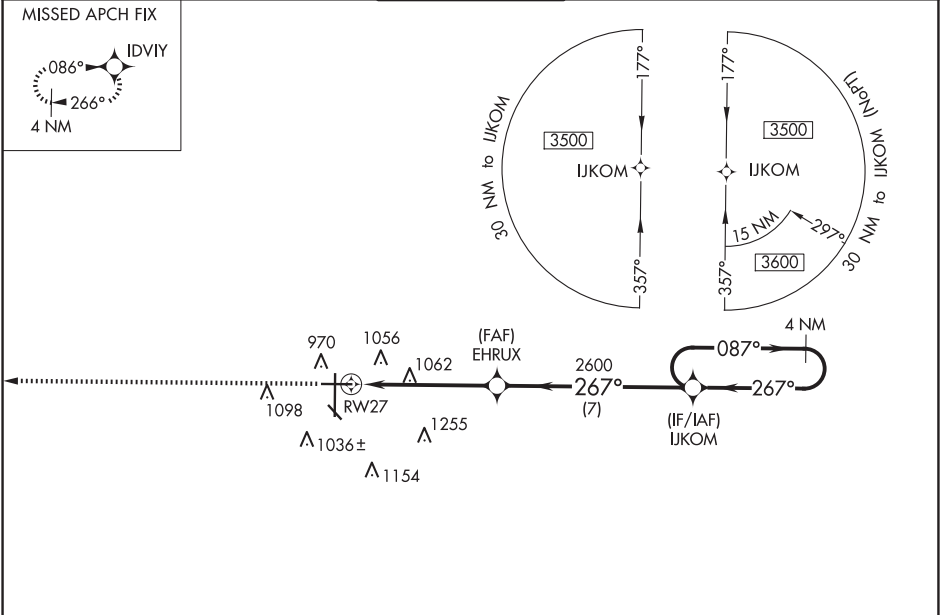
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>65733</b><br><b>W27A</b> | APP CRS<br><b>267°</b> | Rwy Idg<br>TDZE <b>899</b><br>Apt Elev <b>901</b> |
|--|------------------------|---|

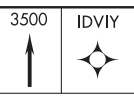
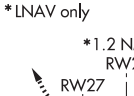



RNAV (GPS) RWY 27

HECTOR INTL (FAR)

|  |   |
|--|---|
| RNP APCH.  | MISSED APPROACH: Climb to 3500 direct IDVIY and hold. |
|  Baro-VNAV NA.<br>Rwy 27 helicopter visibility reduction below ¾ SM NA. |   |

|                            |                                      |                                   |                               |                                |
|----------------------------|--------------------------------------|-----------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>124.5 379.2</b> | FARGO APP CON<br><b>120.4 377.15</b> | FARGO TOWER<br><b>133.8 290.4</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>121.9 348.6</b> |
|----------------------------|--------------------------------------|-----------------------------------|-------------------------------|--------------------------------|



|  |                    |   |                      |                      |
|--|--------------------|---|----------------------|----------------------|
| <div></div> <div></div> <div></div> |                    |   |                      |                      |
| *LNAV only   |                    |   |                      |                      |
| *1.2 NM to RWY 27  |                    |   |                      |                      |
|   |                    |   |                      |                      |
| CATEGORY   | A                  | B | C                    | D                    |
| LPV DA   | 1149-¾             |   | 250 (300-¾)          |                      |
| LNAV/VNAV DA   | 1231-1⅛            |   | 332 (400-1⅛)         |                      |
| LNAV MDA   | 1320-1 421 (500-1) |   | 1320-1¼ 421 (500-1¼) |                      |
|  CIRCLING   | 1380-1 479 (500-1) |   | 1520-1¾ 619 (700-1¾) | 1620-2¼ 719 (800-2¼) |

FARGO, NORTH DAKOTA  
Amdt 1C 03JAN19

46°55'N-96°49'W

HECTOR INTL (FAR)

RNAV (GPS) RWY 27

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>50106</b><br><b>W36A</b> | APP CRS<br><b>356°</b> | Rwy Idg <b>9001</b><br>TDZE <b>899</b><br>Apt Elev <b>901</b> |
|--|------------------------|---|

RNAV (GPS) RWY 36  
HECTOR INTL (FAR)

RNP APCH.

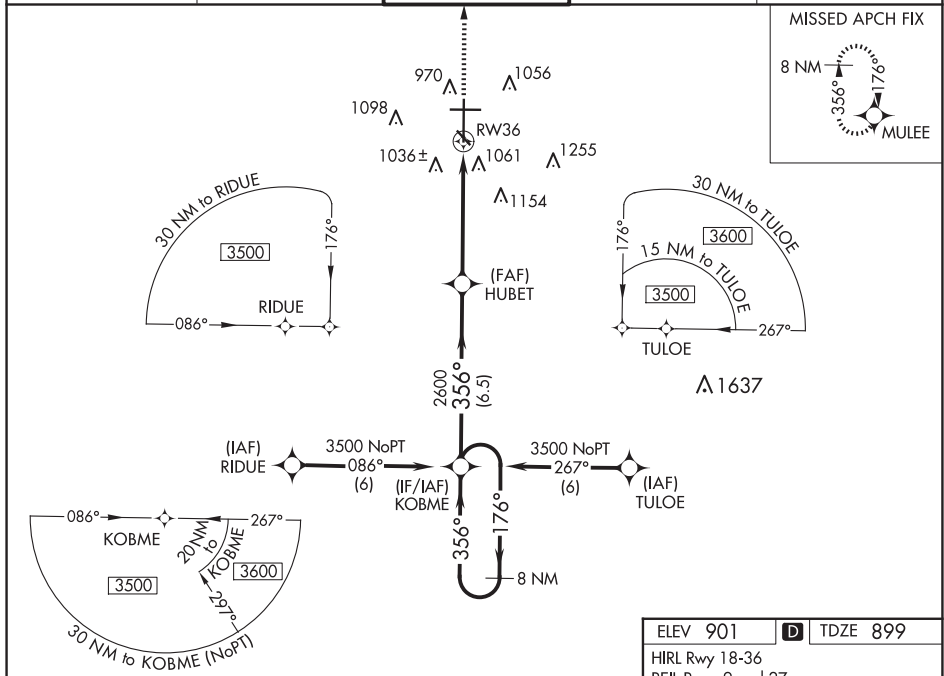
**T** Baro-VNAV NA below -16°C (4°F). For inop MALSR, increase LPV Cat E visibility to RVR 4000, and increase LNAV/VNAV and LNAV Cat E visibility to 1¾ mile.

MALSR



**MISSED APPROACH:** Climb to 3500 direct MULEE and hold.

|                     |                               |                            |                        |                         |
|---------------------|-------------------------------|----------------------------|------------------------|-------------------------|
| ATIS<br>124.5 379.2 | FARGO APP CON<br>120.4 377.15 | FARGO TOWER<br>133.8 290.4 | GND CON<br>121.9 348.6 | CLNC DEL<br>121.9 348.6 |
|---------------------|-------------------------------|----------------------------|------------------------|-------------------------|



VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 71).

8 NM Holding Pattern

KOBME

HUBET

3500

176°

356°

356°

2600

GP 3.00°  
TCH 55

6.5 NM

3.7 NM

1.4

\*1.4 NM to RW36

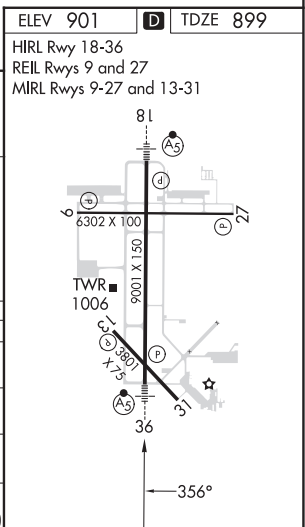
RW36

\*RNAV only.

3500

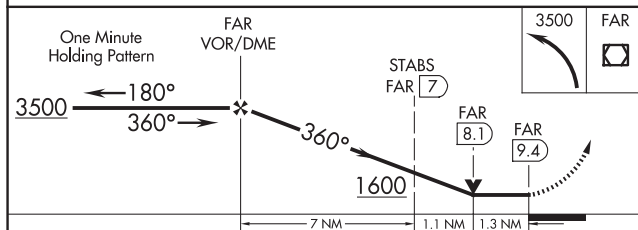
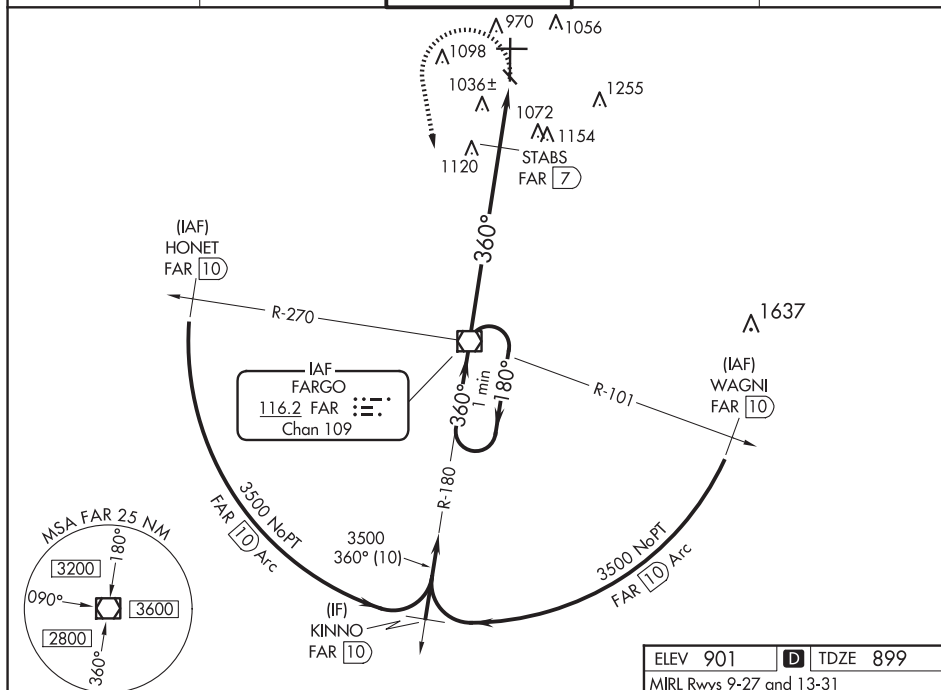
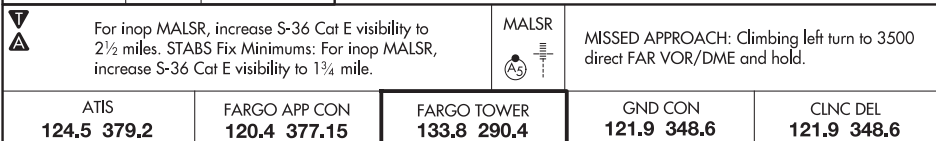
MULEE

| CATEGORY          | A                   | B                       | C                       | D                       | E                       |
|-------------------|---------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| LPV DA            | 1150/24 251 (300-½) |                         |                         |                         |                         |
| RNAV/<br>VNAV DA  | 1360/50 461 (500-1) |                         |                         |                         | 1360/60<br>461 (500-1¼) |
| RNAV MDA          | 1420/24 521 (600-½) | 1420/50<br>521 (600-1)  |                         | 1420/60 521 (600-1¼)    |                         |
| <b>C</b> CIRCLING | 1420-1 519 (600-1)  | 1520-1¾<br>619 (700-1¾) | 1620-2¼<br>719 (800-2¼) | 1620-2½<br>719 (800-2½) |                         |

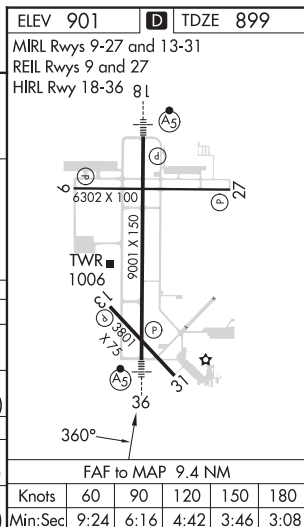


|   |                        |   |
|---|------------------------|---|
| VOR/DME FREQ<br><b>116.2</b><br>Chan <b>109</b> | APP CRS<br><b>360°</b> | Rwy Idg <b>9001</b><br>TDZE <b>899</b><br>Apt Elev <b>901</b> |
|---|------------------------|---|

VOR RWY 36  
HECTOR INTL (FAR)



| CATEGORY           | A       | B           | C                       | D                       | E                       |
|--------------------|---------|-------------|-------------------------|-------------------------|-------------------------|
| S-36               | 1600/24 | 701 (700-½) | 1600-1½<br>701 (700-1½) | 1600-1¾<br>701 (700-1¾) | 1600-2<br>701 (700-2)   |
| CIRCLING           | 1600-1  | 699 (700-1) | 1600-2<br>699 (700-2)   | 1620-2¼<br>719 (700-2¼) | 1620-2½<br>719 (700-2½) |
| STABS FIX MINIMUMS |         |             |                         |                         |                         |
| S-36               | 1380/24 | 481 (500-½) | 1380/40<br>481 (500-¾)  | 1380/50<br>481 (500-1)  | 1380/60<br>481 (500-1½) |
| CIRCLING           | 1380-1  | 479 (500-1) | 1520-1¾<br>619 (700-1¾) | 1620-2¼<br>719 (800-2¼) | 1620-2½<br>719 (800-2½) |



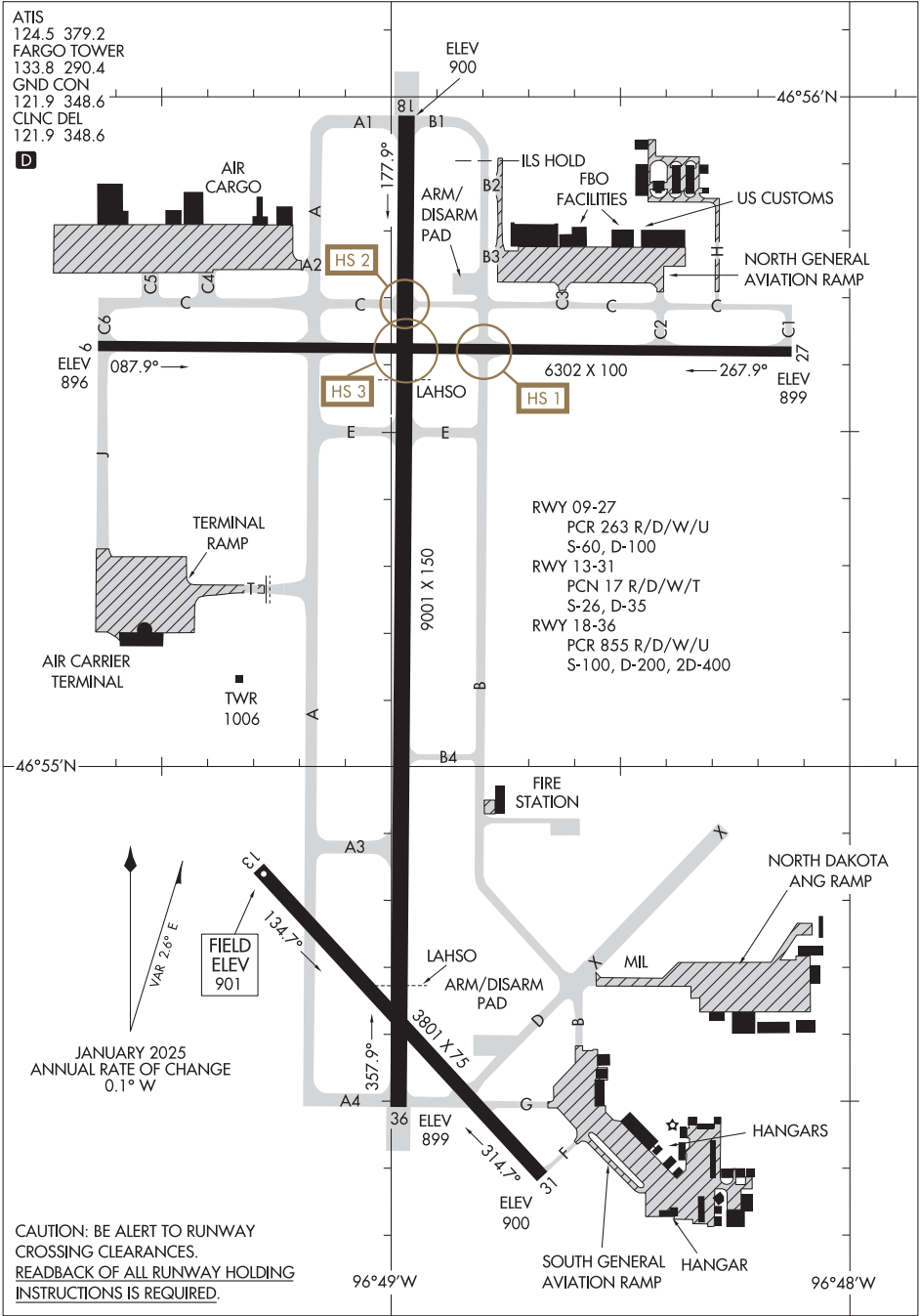
FARGO, NORTH DAKOTA  
Orig-E 03JAN19

46°55'N-96°49'W

HECTOR INTL (FAR)  
VOR RWY 36

NC-1, 12 JUN 2025 to 07 AUG 2025





FARIBAULT, MINNESOTA

AL-5425 (FAA)

23334

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>81932</b><br><b>W12A</b> | APP CRS<br><b>125°</b> | Rwy Idg<br>TDZE <b>1060</b><br>Apt Elev <b>1060</b> |
|--|------------------------|---|

RNAV (GPS) RWY 12

FARIBAULT MUNI-LIZ WALL STROHFUS FLD (FBL)

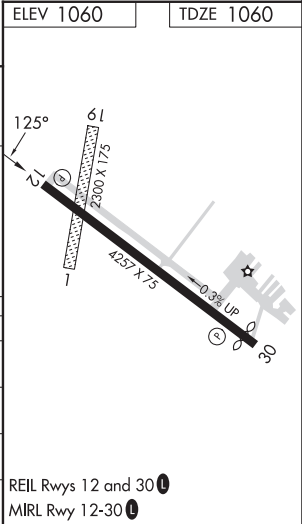
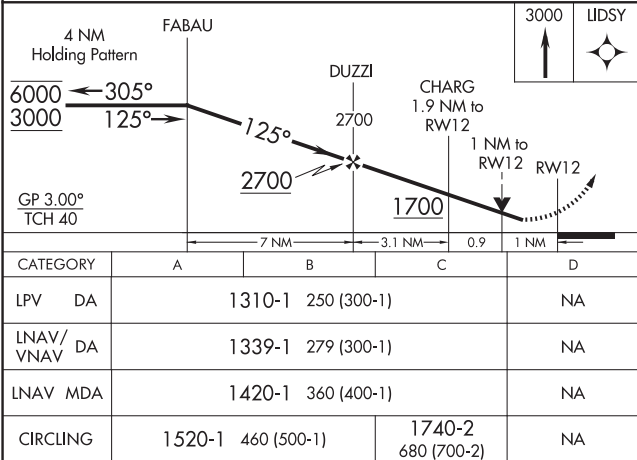
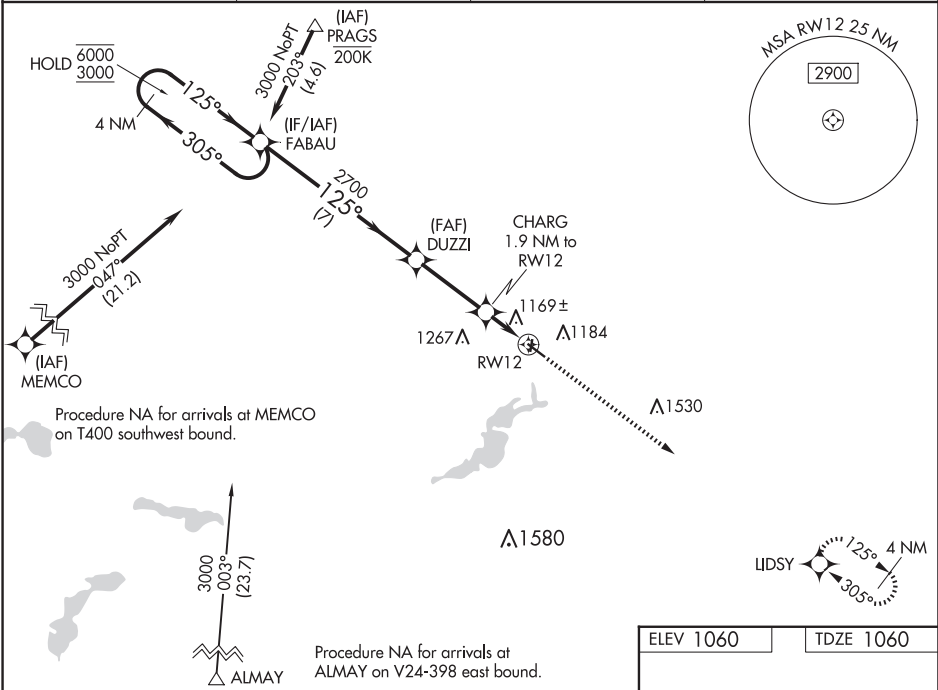
RNP APCH - GPS.

⚠

Circling NA to Rwy 1 and 19. Rwy 12 helicopter visibility reduction below ¼ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct LIDSY and hold.

|                        |   |                       |                               |
|------------------------|---|-----------------------|-------------------------------|
| AWOS-3<br><b>120.2</b> | MINNEAPOLIS APP CON<br><b>134.7 284.7</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|------------------------|---|-----------------------|-------------------------------|



FARIBAULT, MINNESOTA  
Amdt 2 30NOV23

FARIBAULT MUNI-LIZ WALL STROHFUS FLD (FBL)  
44°20'N-93°19'W

RNAV (GPS) RWY 12



FARIBAULT, MINNESOTA

AL-5425 (FAA)

21224

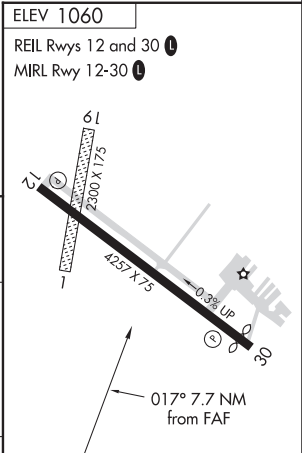
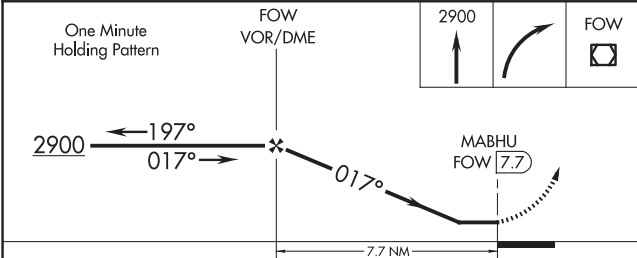
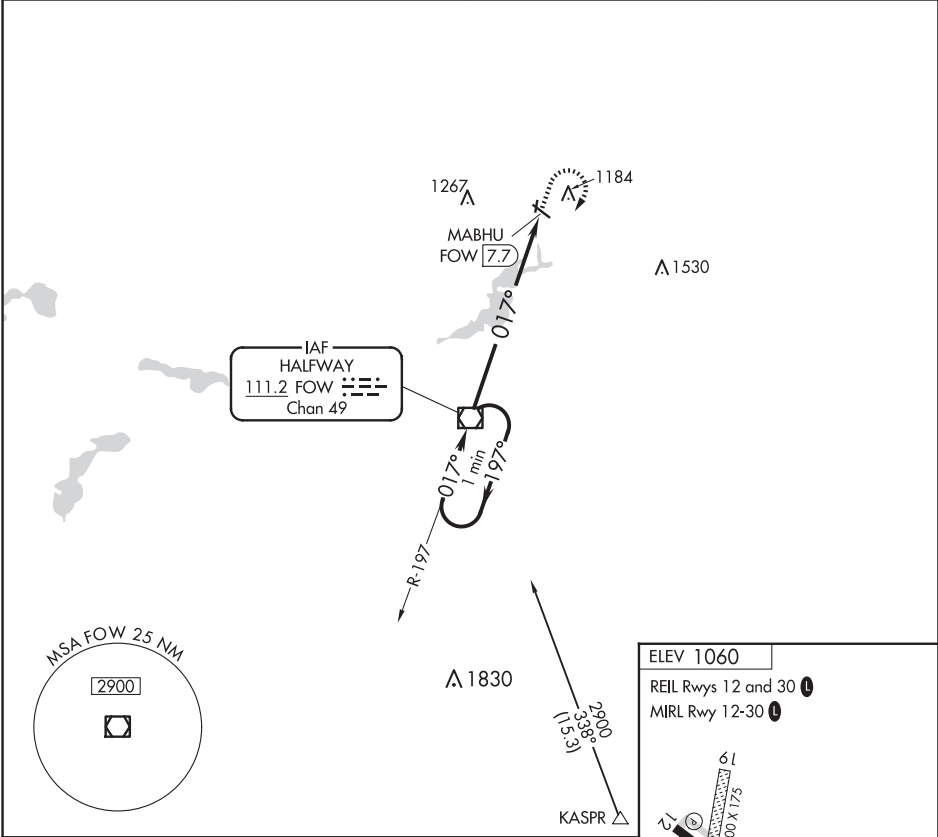
|             |         |              |      |
|-------------|---------|--------------|------|
| VOR/DME FOW | APP CRS | Rwy Idg TDZE | N/A  |
| 111.2       | 017°    |              | N/A  |
| Chan 49     |         | Apt Elev     | 1060 |

VOR-A

FARIBAULT MUNI-LIZ WALL STROHFUS FLD (F'BL)

|    |  |   |
|----|--|---|
| NA | When local altimeter setting not received, use Owatonna altimeter setting and increase all MDAs 60 feet. | MISSED APPROACH: Climb to 2900 then right turn direct FOW VOR/DME and hold. |
|----|--|---|

|                 |                                    |                |                        |
|-----------------|------------------------------------|----------------|------------------------|
| AWOS-3<br>120.2 | MINNEAPOLIS APP CON<br>134.7 284.7 | GCO<br>121.725 | UNICOM<br>122.8 (CTAF) |
|-----------------|------------------------------------|----------------|------------------------|



| CATEGORY | A      | B           | C                     | D  | FAF to MAP 7.7 NM |      |      |      |      |      |
|----------|--------|-------------|-----------------------|----|-------------------|------|------|------|------|------|
| CIRCLING | 1680-1 | 620 (700-1) | 1740-2<br>680 (700-2) | NA | Knots             | 60   | 90   | 120  | 150  | 180  |
|          |        |             |                       |    | Min:Sec           | 7:42 | 5:08 | 3:51 | 3:05 | 2:34 |

FARIBAULT, MINNESOTA  
Amdt 6C 12AUG21

FARIBAULT MUNI-LIZ WALL STROHFUS FLD (F'BL)  
44°20'N-93°19'W  
VOR-A

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|                                  |                        |                             |   |
|----------------------------------|------------------------|-----------------------------|---|
| LOC I-FFM<br><b><u>111.5</u></b> | APP CRS<br><b>308°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>5639</b><br><b>1182</b><br><b>1183</b> |
|----------------------------------|------------------------|-----------------------------|---|

## ILS or LOC RWY 31

FERGUS FALLS MUNI/EINAR MICKELSON FLD (FFM)

ADF or DME required.

**TANA**

When local altimeter setting not received, use Elbow Lake altimeter setting and increase DA to 1428 and all MDAs 60 feet; increase S-LOC Cat C/D visibility  $\frac{1}{8}$  SM and Circling Cat C/D visibility  $\frac{1}{4}$  SM. For inop MALSR, increase S-LOC 31 Cat D visibility  $\frac{1}{4}$  mile. GS unusable for coupled approaches below 1400.

MALSR



**MISSED APPROACH:**  
Climb to 3000 then  
right turn direct HAMRE  
LOM/FFM 5.9 DME  
and hold.

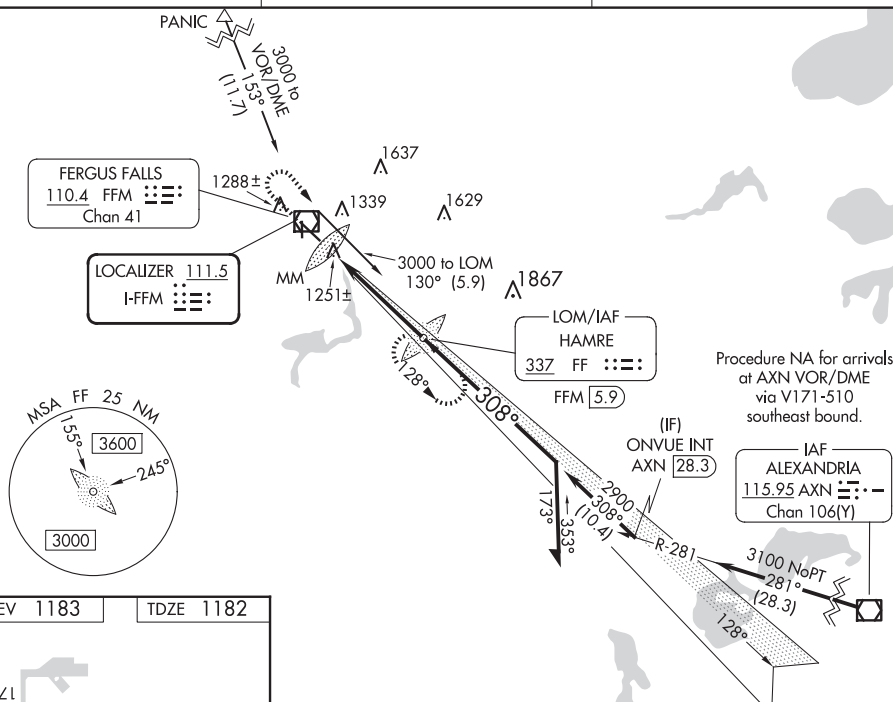
AWOS-3PT

119.05

MINNEAPOLIS CENTER

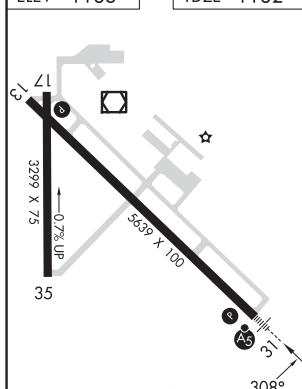
126.1 269.2

UN|COM

122.8 (CTAF) **L**

ELEV 1182

TDZE 1182



REIL Rwy 13 and 35 L

MIRL Rwy 13-31 and 17-35 L

FAF to MAP 5.1 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

FERGUS FALLS, MINNESOTA

Amdt 2B 23FEB23

FERGUS FALLS MUNI/EINAR MICKELSON FLD (FFM)

ILS or LOC RWY 31

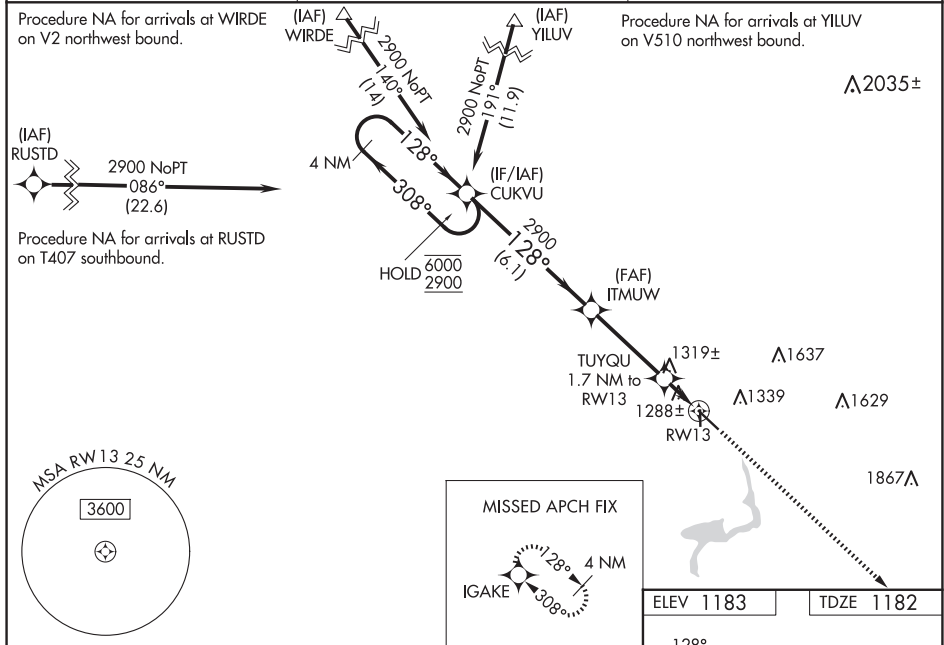
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>65920</b><br><b>W13A</b> | APP CRS<br><b>128°</b> | Rwy Ldg <b>5639</b><br>TDZE <b>1182</b><br>Apt Elev <b>1183</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 13

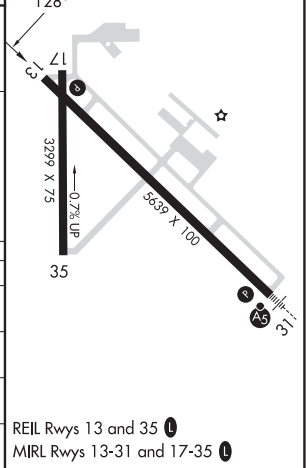
FERGUS FALLS MUNI/EINAR MICKELSON FLD (FFM)

|                 |   |   |
|-----------------|---|---|
| RNP APCH - GPS. | <p><b>⚠</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Elbow Lake altimeter setting and increase LPV DA to 1428 feet, increase LNAV/VNAV DA to 1516 feet and all visibilities ½ SM; increase all MDAs 60 feet and LNAV Cat C/D and Circling Cat C/D visibility ½ SM. Baro-VNAV and VDP NA when using Elbow Lake altimeter setting.</p> | <p><b>MISSED APPROACH:</b><br/>Climb to 2900 direct IGAKE and hold.</p> |
|-----------------|---|---|

|                           |  |                                 |
|---------------------------|--|---------------------------------|
| AWOS-3PT<br><b>119.05</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | UNICOM<br><b>122.8 (CTAF) 1</b> |
|---------------------------|--|---------------------------------|



|  |                        |                       |                               |                               |
|--|------------------------|-----------------------|-------------------------------|-------------------------------|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).   |                        |                       |                               |                               |
| <p>4 NM Holding Pattern</p> <p>6000 2900 308° 128° 2900</p> <p>GP 3.00° TCH 40</p> <p>6.1 NM 3.6 NM 0.6 1.1 NM</p> |                        |                       |                               |                               |
| CATEGORY   | A                      | B                     | C                             | D                             |
| LPV DA   | 1382-¾ 200 (200-¾)     |                       |                               |                               |
| LNAV/VNAV DA   | 1470-7/8 288 (300-7/8) |                       |                               |                               |
| LNAV MDA   | 1580-1                 | 398 (400-1)           | 1580-1 1/8                    | 398 (400-1 1/8)               |
| CIRCLING   | 1640-1<br>457 (500-1)  | 1740-1<br>557 (600-1) | 1820-1 3/4<br>637 (700-1 3/4) | 1940-2 1/2<br>757 (800-2 1/2) |



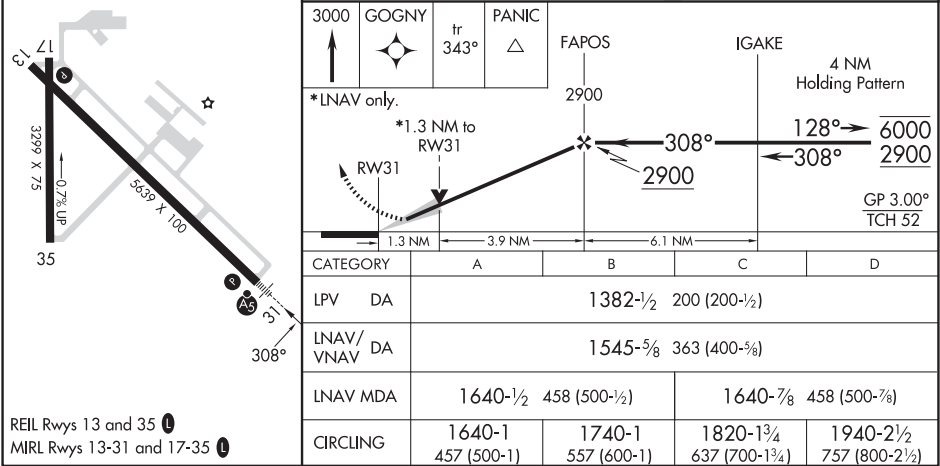
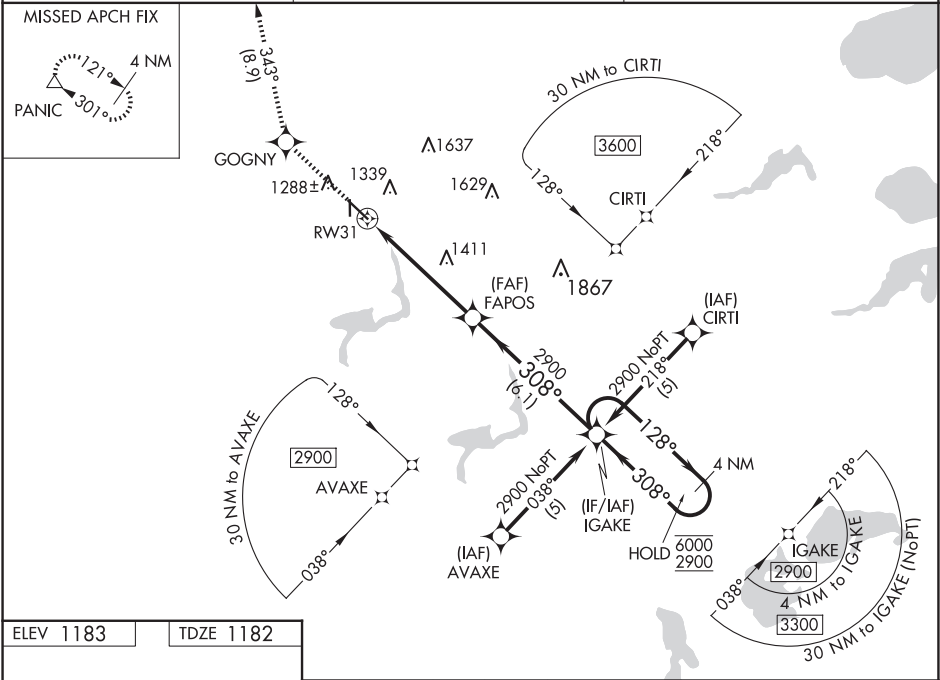
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>42614</b><br><b>W31A</b> | APP CRS<br><b>308°</b> | Rwy Ldg <b>5639</b><br>TDZE <b>1182</b><br>Apt Elev <b>1183</b> |
|--|------------------------|---|

RNAV (GPS) RWY 31

FERGUS FALLS MUNI/EINAR MICKELSON FLD (FFM)

|  |                        |  |
|--|------------------------|--|
| RNP APCH-GPS.  | MALSR                  | MISSED APPROACH: Climb to 3000 direct GOGNY and on track 343° to PANIC and hold. |
| <div><div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 SM and LNAV Cat D visibility to 1½ SM.</div></div> | <div><div></div></div> |  |

|                           |  |                                 |
|---------------------------|--|---------------------------------|
| AWOS-3PT<br><b>119.05</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | UNICOM<br><b>122.8 (CTAF) 1</b> |
|---------------------------|--|---------------------------------|



FERGUS FALLS, MINNESOTA

AL-5380 (FAA)

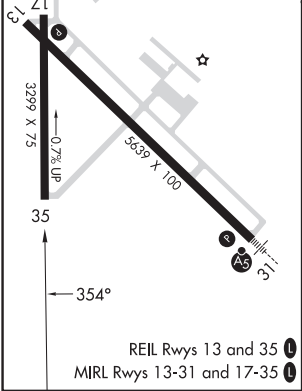
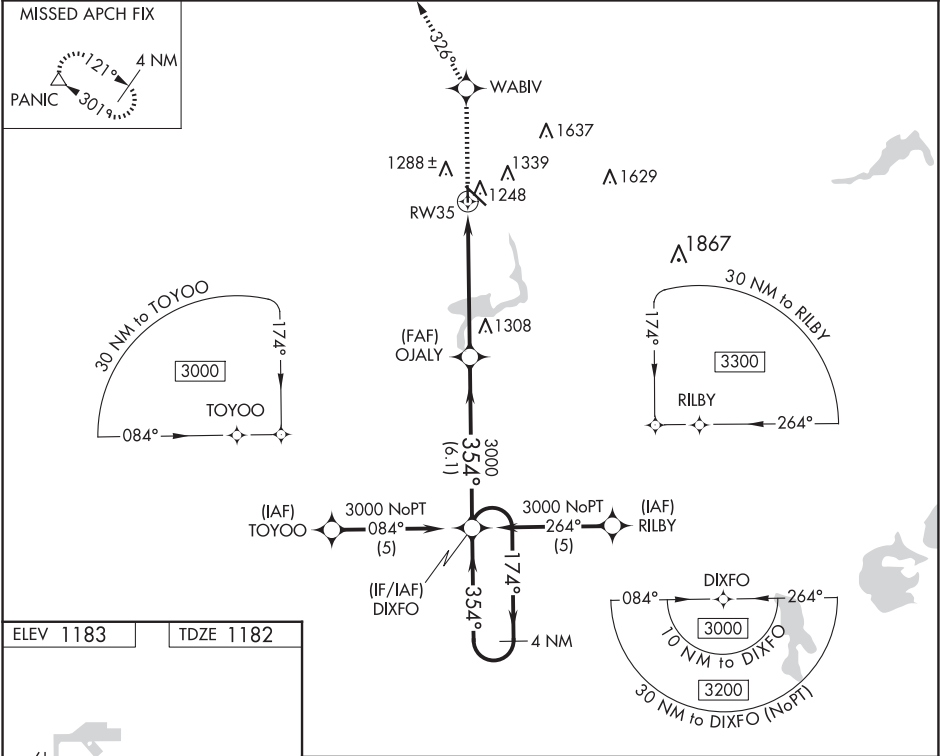
25163

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Ldg  | 3299 |
| 354°    | TDZE     | 1182 |
|         | Apt Elev | 1183 |

# RNAV (GPS) RWY 35

FERGUS FALLS MUNI/EINAR MICKELSON FLD (FFM)

|   |                                   |   |
|---|-----------------------------------|---|
| RNP APCH-GPS.<br>When local altimeter setting not received, use Elbow Lake altimeter setting and increase all MDAs 60 feet, increase LNAV and Circling Cat C visibility ¼ SM. VDP NA when using Elbow Lake altimeter setting. |                                   | MISSED APPROACH: Climb to 3000 direct WABIV and via track 326° to PANIC and hold. |
| AWOS-3PT<br>119.05  | MINNEAPOLIS CENTER<br>126.1 269.2 | UNICOM<br>122.8 (CTAF) 0  |



|          |                       |                       |                         |                      |
|----------|-----------------------|-----------------------|-------------------------|----------------------|
| 3000     | WABIV                 | tr 326°               | PANIC                   | 4 NM Holding Pattern |
|          |                       |                       |                         |                      |
| CATEGORY | A                     | B                     | C                       | D                    |
| LNAV MDA | 1560-1                | 378 (400-1)           |                         | NA                   |
| CIRCLING | 1640-1<br>457 (500-1) | 1740-1<br>557 (600-1) | 1820-1¾<br>637 (700-1¾) | NA                   |

FERGUS FALLS, MINNESOTA

Orig-A 20MAY21

FERGUS FALLS MUNI/EINAR MICKELSON FLD (FFM)

46°17'N-96°09'W

# RNAV (GPS) RWY 35

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



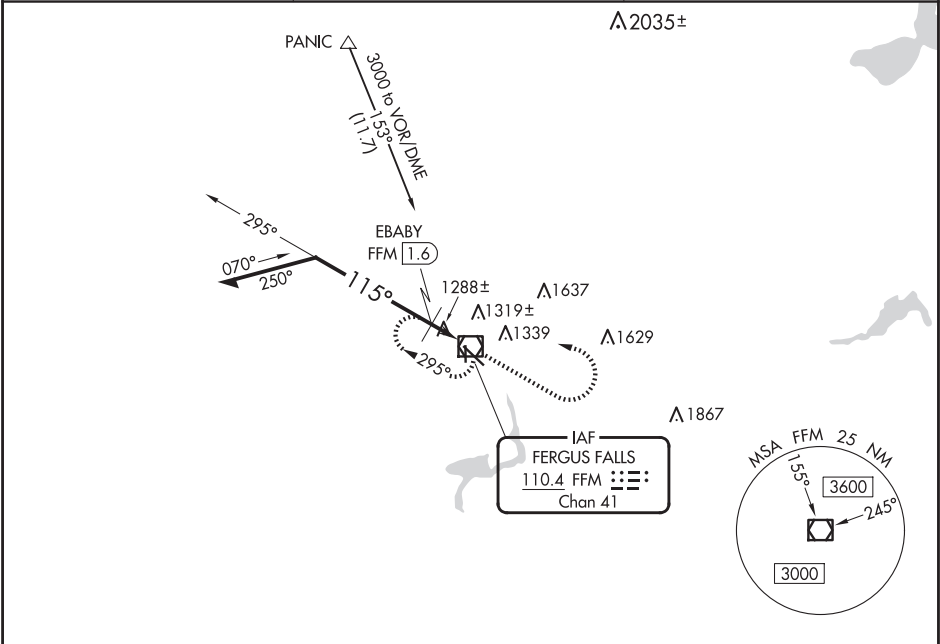
|             |         |          |      |
|-------------|---------|----------|------|
| VOR/DME FFM | APP CRS | Rwy Ldg  | 5639 |
| 110.4       | 115°    | TDZE     | 1182 |
| Chan 41     |         | Apt Elev | 1183 |

VOR RWY 13

FERGUS FALLS MUNI/EINAR MICKELSON FLD (FFM)

|  |  |
|--|--|
| <div><div>V</div><div>NA</div></div> <div>When local altimeter setting not received, use Elbow Lake altimeter setting and increase all MDAs 60 feet; increase Circling Cat C/D visibility ¼ SM. EBABY fix minimums increase S-13 Cat C/D and Circling Cat C/D visibility ¼ SM.</div> | MISSED APPROACH: Climb to 3000 then left turn direct FFM VOR/DME and hold. |
|--|--|

|          |                    |                |
|----------|--------------------|----------------|
| AWOS-3PT | MINNEAPOLIS CENTER | UNICOM         |
| 119.05   | 126.1 269.2        | 122.8 (CTAF) 1 |



|  |                       |                       |                         |  |  |
|--|-----------------------|-----------------------|-------------------------|--|--|
| VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 52). |                       | ELEV 1183             |                         | TDZE 1182                                      |  |
| Remain within 10 NM  |                       | 3000                  |                         | FFM  |  |
| 2900   |                       | EBABY FFM 1.6         |                         | *1700 when using Elbow Lake altimeter setting. |  |
| 295°   |                       | 2.75° TCH 50          |                         | 1.6 NM   |  |
| 115°   |                       | *1640                 |                         |  |  |
| CATEGORY   | A                     | B                     | C                       | D  |  |
| S-13   | 1640-1                | 458 (500-1)           | 1640-1⅓                 | 458 (500-1⅓)                                   |  |
| CIRCLING   | 1640-1<br>457 (500-1) | 1740-1<br>557 (600-1) | 1820-1¾<br>637 (700-1¾) | 1940-2½<br>757 (800-2½)                        |  |
| EBABY FIX MINIMUMS   |                       |                       |                         |  |  |
| S-13   | 1580-1                | 398 (400-1)           | 1580-1⅓                 | 398 (400-1⅓)                                   |  |
| CIRCLING   | 1640-1<br>457 (500-1) | 1740-1<br>557 (600-1) | 1820-1¾<br>637 (700-1¾) | 1940-2½<br>757 (800-2½)                        |  |
| FERGUS FALLS, MINNESOTA<br>Amdt 1B 24MAR22                       |                       |                       |                         |  |  |
| FERGUS FALLS MUNI/EINAR MICKELSON FLD (FFM)<br>46°17'N-96°09'W   |                       |                       |                         |  |  |
| REIL Rwy 13 and 35 1<br>MRL Rwy 13-31 and 17-35 1                |                       |                       |                         |  |  |

VOR RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

FERTILE, MINNESOTA

|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>139°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3000</b><br><b>1137</b><br><b>1137</b> |
|------------------------|-----------------------------|---|

RNAV (GPS) RWY 14  
FERTILE MUNI (D14)

FERTILE MUNI (D14)

RNP APCH - GPS.



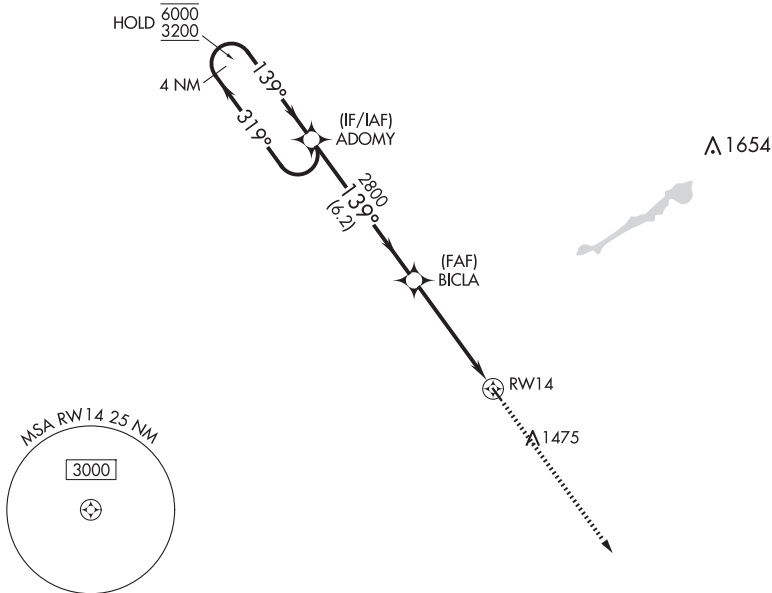
Use Mahnomer altimeter setting.

MISSED APPROACH: Climb to 3200 direct CALTU and hold.

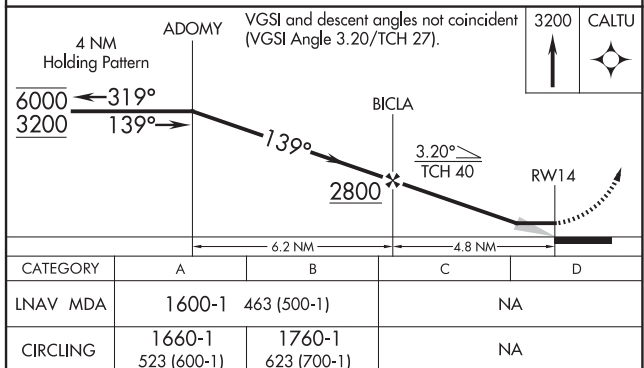
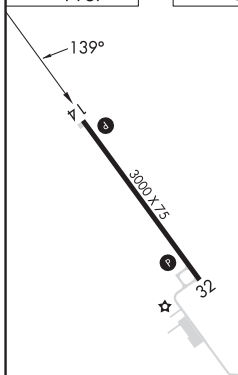
3N8 AWOS-3PT  
**121.125**

GRAND FORKS APP CON ★  
118.1 318.1

UNICOM  
122.8 (CTAF) **L**



|           |  |           |
|-----------|--|-----------|
| ELEV 1137 |  | TDZE 1137 |
|-----------|--|-----------|



FERTILE, MINNESOTA

Orig 20APR23

FERTILE MUNI (D14)

47°33'N-96°18'W

RNAV (GPS) RWY 14

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

APP CRS  
**319°**

Rwy Idg  
TDZE **1137**  
Apt Elev **1137**

Rwy Idg  
**3000**

RNAV (GPS) RWY 32

FERTILE MUNI (D14)

RNP APCH - GPS.

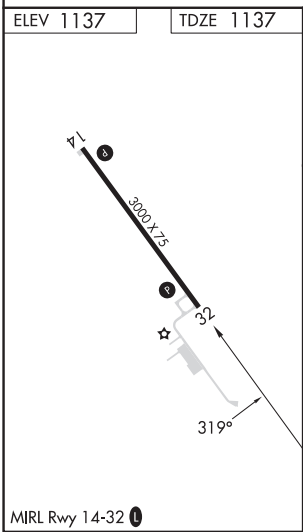
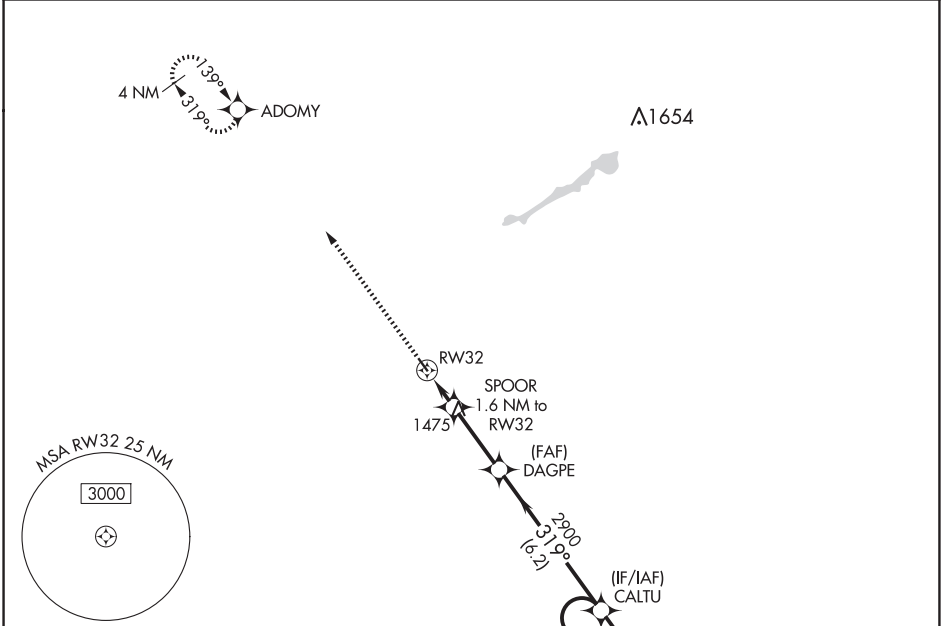
▼

▲NA

Use Mahanomen altimeter setting.

MISSED APPROACH: Climb to 3200 direct ADOMY and hold.

|                                |   |  |
|--------------------------------|---|--|
| 3N8 AWOS-3PT<br><b>121.125</b> | GRAND FORKS APP CON ★<br><b>118.1 318.1</b> | UNICOM<br><b>122.8</b> (CTAF) <b>1</b> |
|--------------------------------|---|--|



|                         |                       |  |    |                            |  |
|-------------------------|-----------------------|--|----|----------------------------|--|
| 3200                    | ADOMY                 | VGSI and descent angles not coincident (VGSI Angle 3.70/TCH 31). |    |                            |  |
| 3200                    | ADOMY                 | CALTU  |    |                            |  |
| SPOOR<br>1.6 NM to RW32 |                       | DAGPE  |    | CALTU                      |  |
| RW32                    |                       | 2900   |    | 4 NM Holding Pattern       |  |
| 1820                    |                       | 2900   |    | 139° → 6000<br>← 319° 3200 |  |
| 1.6 NM                  |                       | 2.8 NM   |    | 6.2 NM                     |  |
| CATEGORY                | A                     | B  | C  | D                          |  |
| LNAV MDA                | 1700-1                | 563 (600-1)  | NA |                            |  |
| CIRCLING                | 1700-1<br>563 (600-1) | 1760-1<br>623 (700-1)  | NA |                            |  |

FOSSTON, MINNESOTA

AL-6645 (FAA)

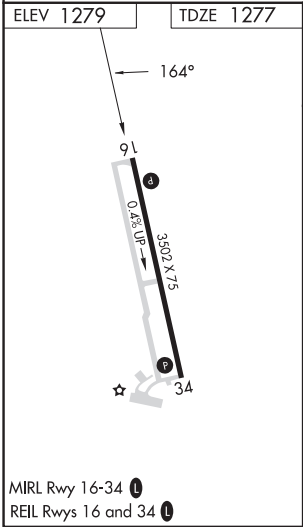
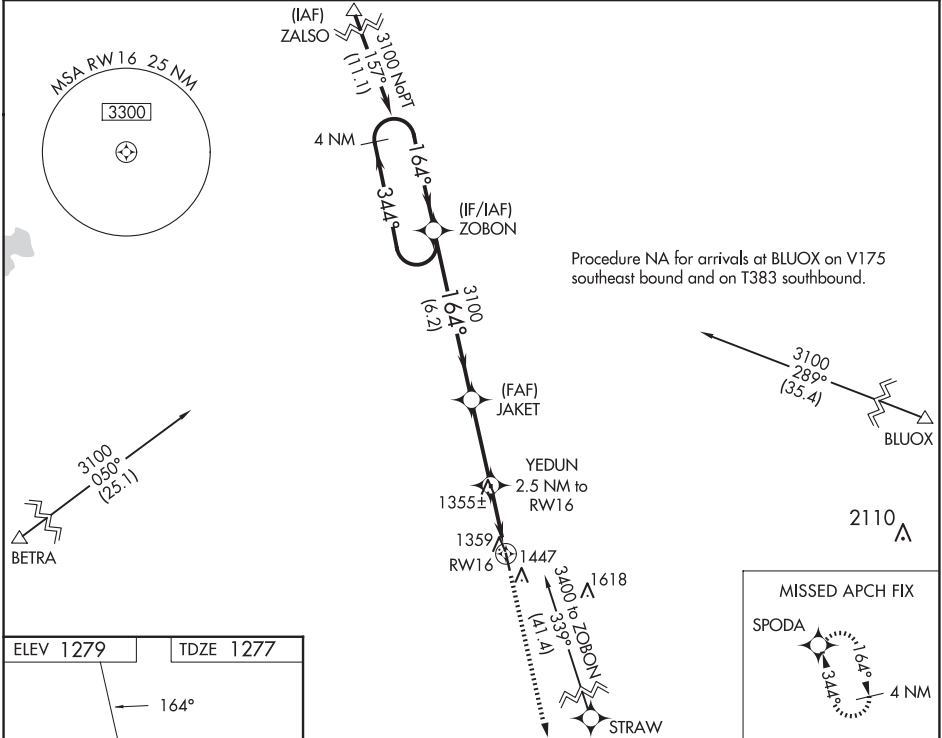
22251

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82226</b><br><b>W16A</b> | APP CRS<br><b>164°</b> | Rwy Idg<br>TDZE <b>1277</b><br>Apt Elev <b>1279</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 16**  
FOSSTON MUNI/ANDERSON FLD (F'S'E)

|           |   |   |
|-----------|---|---|
| RNP APCH. | VDP NA with Thief River Falls altimeter setting. When local altimeter setting not received, use Thief River Falls altimeter setting and increase all MDA 100 feet and increase LP and LNAV Cat C visibility 3/8 SM, Circling Cat C visibility 1/2 SM. | MISSED APPROACH:<br>Climb to 4000 direct<br>SPODA and hold. |
|-----------|---|---|

|                         |   |                       |                      |
|-------------------------|---|-----------------------|----------------------|
| AWOS-3<br><b>118.35</b> | MINNEAPOLIS CENTER<br><b>134.75 251.1</b> | GCO<br><b>121.725</b> | CTAF<br><b>122.9</b> |
|-------------------------|---|-----------------------|----------------------|



|  |        |                |                            |
|--|--------|----------------|----------------------------|
| VGSI and descent angles not coincident (VGSI Angle 2.80/TCH 25). |        |                |                            |
| 4 NM Holding Pattern   | ZOBON  | JAKET          | YEDUN 2.5 NM to RW16       |
| 3100   | 344°   | 164°           | 3100                       |
|  | 164°   |                | 3100                       |
|  |        | 3.00° TCH 40   | 2100                       |
|  |        | 1.1 NM to RW16 | 1.1 NM                     |
|  |        | 1.4 NM         | 1.1 NM                     |
| CATEGORY   | A      | B              | C                          |
| LP MDA   | 1620-1 | 343 (400-1)    | NA                         |
| LNAV MDA   | 1640-1 | 363 (400-1)    | NA                         |
| CIRCLING   | 1860-1 | 581 (600-1)    | 1860-1 1/2 581 (600-1 1/2) |

FOSSTON, MINNESOTA  
Orig-D 08NOV18

47°36'N-95°46'W

FOSSTON MUNI/ANDERSON FLD (F'S'E)  
**RNAV (GPS) RWY 16**

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

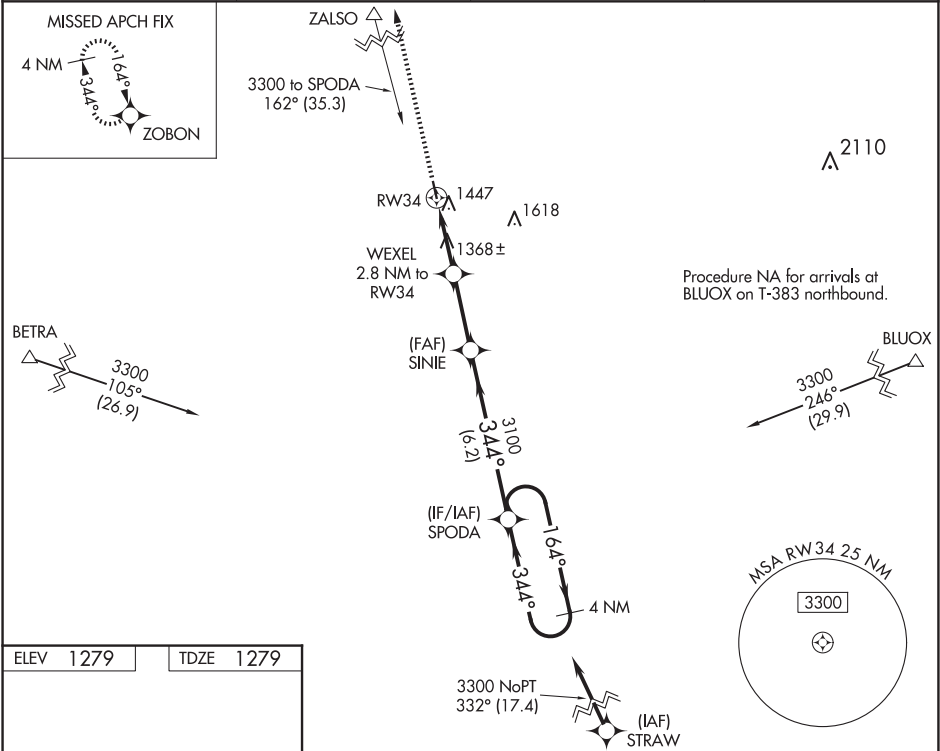
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>90326</b><br><b>W34A</b> | APP CRS<br><b>344°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3502</b><br><b>1279</b><br><b>1279</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 34

FOSSTON MUNI/ANDERSON FLD (F'S'E')

|          |  |  |
|----------|--|--|
| RNP APCH | VDP NA when using Thief River Falls altimeter setting. When local altimeter setting not received, use Thief River Falls altimeter setting and increase all MDA 100 feet and increase LP and LNAV Cat C visibility 3/8 SM, and increase Circling Cat C visibility 1/2 SM. | MISSED APPROACH:<br>Climb to 4000 direct ZOBON and hold. |
|----------|--|--|

|                         |   |                       |                      |
|-------------------------|---|-----------------------|----------------------|
| AWOS-3<br><b>118.35</b> | MINNEAPOLIS CENTER<br><b>134.75 251.1</b> | GCO<br><b>121.725</b> | CTAF<br><b>122.9</b> |
|-------------------------|---|-----------------------|----------------------|



|                      |                    |  |                            |   |    |
|----------------------|--------------------|--|----------------------------|---|----|
| ELEV 1279            | TDZE 1279          |  |                            |   |    |
| 4000 ZOBON           |                    | VGSI and descent angles not coincident (VGSI Angle 2.80/TCH 25). |                            |   |    |
| WEXEL 2.8 NM to RW34 |                    | SPODA 4 NM Holding Pattern                                       |                            |   |    |
| 1.1 NM to RW34       |                    | SINIE 3100   |                            |   |    |
| 1.7 NM               |                    | 2200   |                            |   |    |
| 1.1 NM               |                    | 6.2 NM   |                            |   |    |
| CATEGORY             | A                  | B  | C                          | D |    |
| LP MDA               | 1620-1 341 (400-1) |  |                            |   | NA |
| LNAV MDA             | 1760-1             | 481 (500-1)  | 1760-1 3/8 481 (500-1 3/8) |   | NA |
| CIRCLING             | 1860-1             | 581 (600-1)  | 1860-1 1/2 581 (600-1 1/2) |   | NA |

GARRISON, NORTH DAKOTA

AL-9383 (FAA)

19339

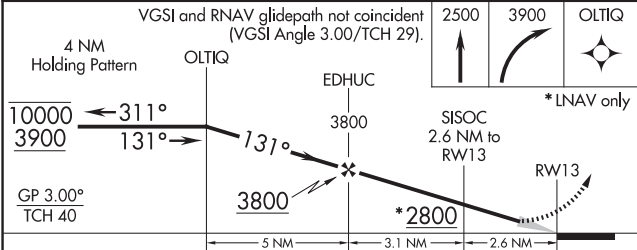
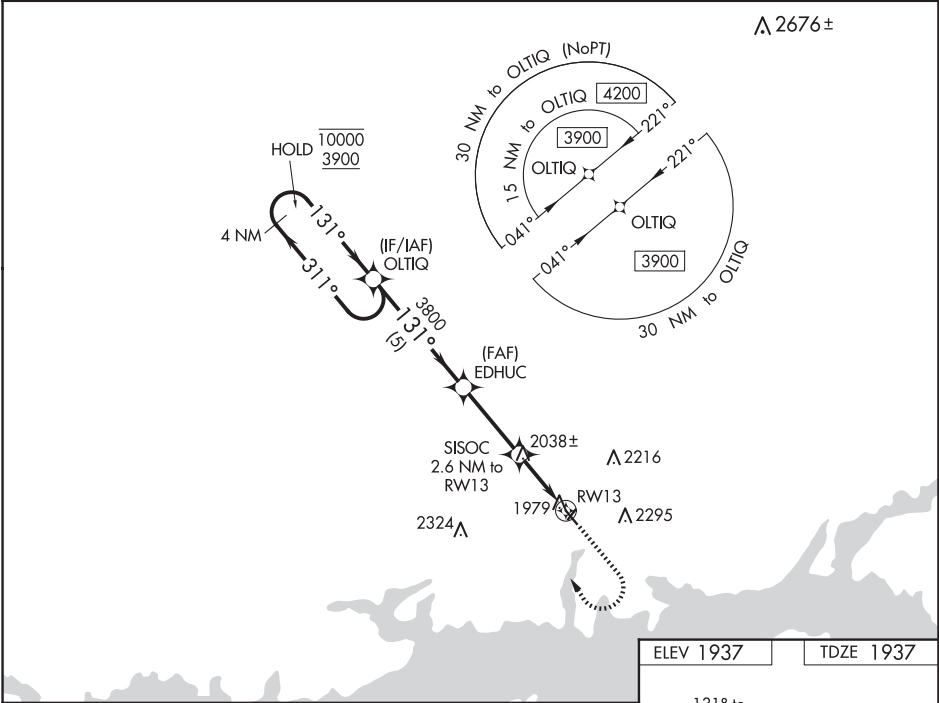
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>66040</b><br><b>W13A</b> | APP CRS<br><b>131°</b> | Rwy Idg<br>TDZE <b>1937</b><br>Apt Elev <b>1937</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13

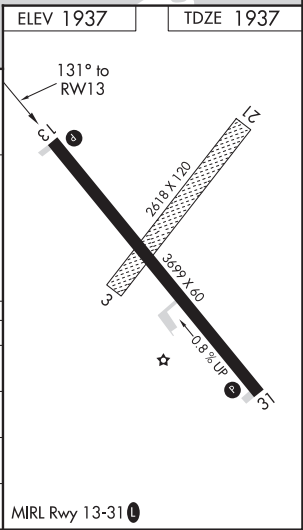
GARRISON MUNI (D05)

|   |  |
|---|--|
| RNP APCH  | MISSED APPROACH: Climb to 2500 then climbing right turn to 3900 direct OLTIQ and hold. |
| <div><div>▼</div><div>NA</div></div> Circling NA to Rwys 3 and 21. Baro-VNAV NA.<br>Use Minot Intl altimeter setting. |  |

|                            |  |                        |
|----------------------------|--|------------------------|
| MOT ASOS<br><b>118.725</b> | MINNEAPOLIS CENTER<br><b>127.6 279.6</b> | CTAF<br><b>122.9 0</b> |
|----------------------------|--|------------------------|



| CATEGORY            | A                     | B                     | C | D  |
|---------------------|-----------------------|-----------------------|---|----|
| LPV DA              | 2310-1                | 373 (400-1)           |   | NA |
| LNAV/VNAV DA        | 2310-1                | 373 (400-1)           |   | NA |
| LNAV MDA            | 2420-1                | 483 (500-1)           |   | NA |
| <div>CIRCLING</div> | 2640-1<br>703 (800-1) | 2720-1<br>783 (800-1) |   | NA |



GARRISON, NORTH DAKOTA  
Amdt 2 13SEP18

47°39'N-101°26'W

GARRISON MUNI (D05)

RNAV (GPS) RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025


NC-1, 12 JUN 2025 to 07 AUG 2025

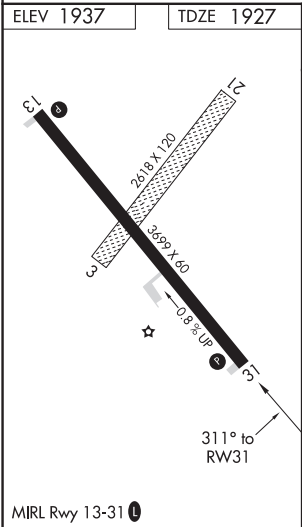
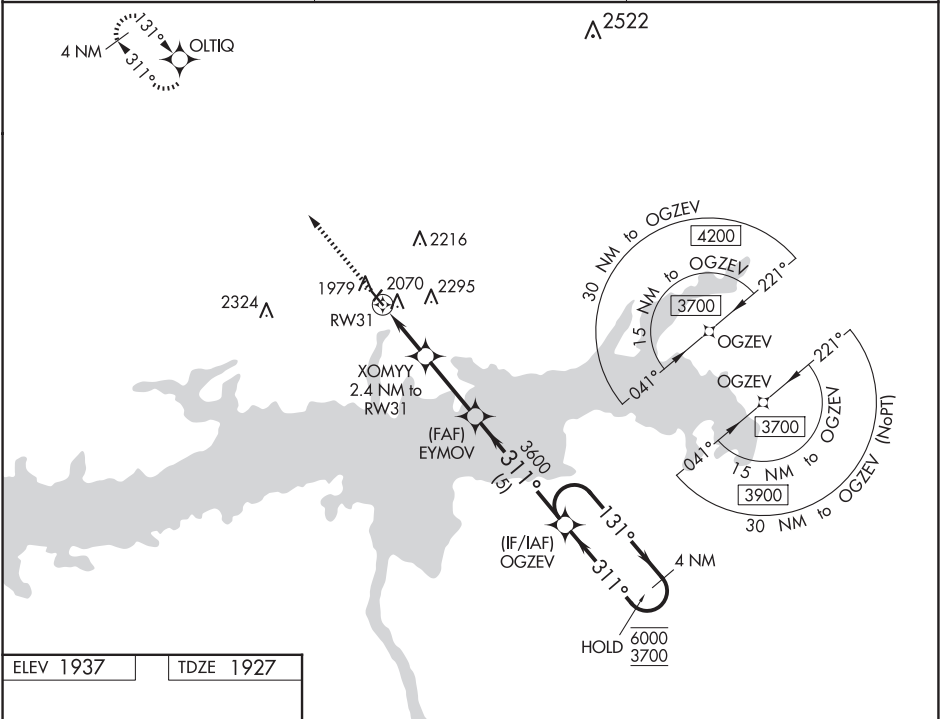
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>97740</b><br><b>W31A</b> | APP CRS<br><b>311°</b> | Rwy Idg<br>TDZE <b>1927</b><br>Apt Elev <b>1937</b> |
|--|------------------------|---|



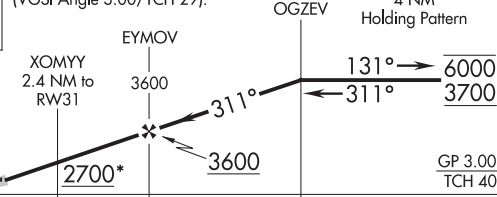


RNAV (GPS) RWY 31

GARRISON MUNI (DØ5)

|  |   |
|--|---|
| RNP APCH   | MISSED APPROACH: Climb to 3900 direct OLTIQ and hold. |
| <div><div>▼</div><div>NA</div></div> Circling NA to Rws 3 and 21. Baro-VNAV NA.<br>Use Minot Intl altimeter setting. |   |

|                            |  |  |
|----------------------------|--|--|
| MOT ASOS<br><b>118.725</b> | MINNEAPOLIS CENTER<br><b>127.6 279.6</b> | CTAF<br><b>122.9</b>  |
|----------------------------|--|--|



|  |   |   |    |   |  |
|--|---|---|----|---|--|
| 3900   | OLTIQ   | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 29).                 |    |   |  |
|           |  |  |    |   |  |
| * LNAV only  |   |   |    |   |  |
|           |   |   |    |   |  |
| CATEGORY   | A   | B   | C  | D |  |
| LPV DA   | 2250-1  | 323 (400-1)   | NA |   |  |
| LNAV/VNAV DA   | 2335-1¼   | 408 (400-1¼)  | NA |   |  |
| LNAV MDA   | 2460-1  | 533 (600-1)   | NA |   |  |
|  CIRCLING | 2640-1<br>703 (800-1)   | 2720-1<br>783 (800-1)   | NA |   |  |

GETTYSBURG, SOUTH DAKOTA

AL-9032 (FAA)

22139

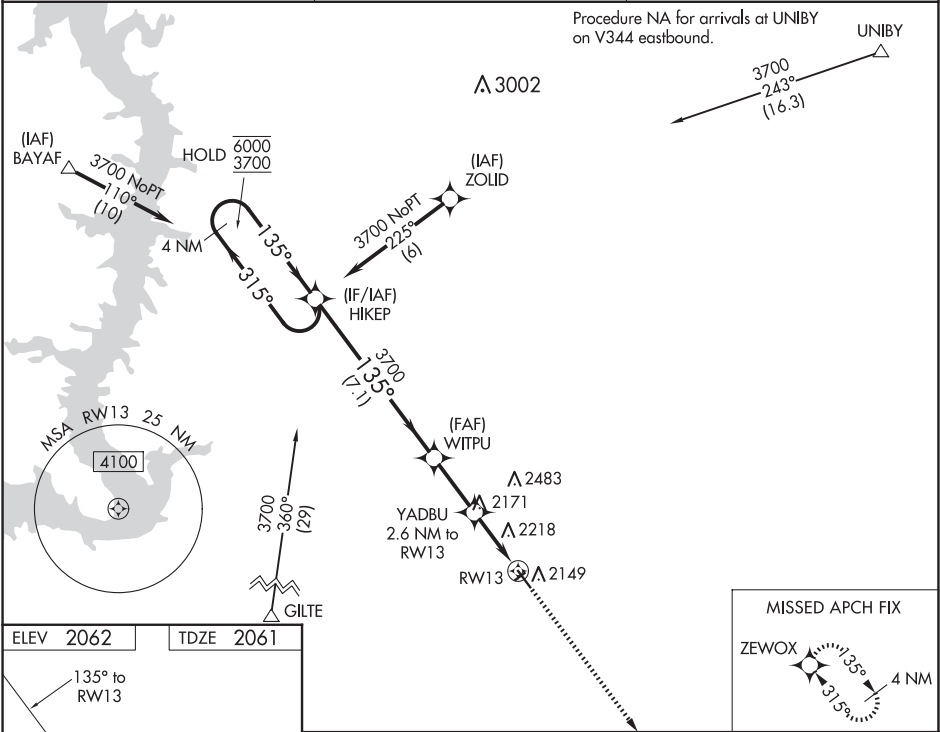
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>93921</b><br><b>W13A</b> | APP CRS<br><b>135°</b> | Rwy Idg <b>4400</b><br>TDZE <b>2061</b><br>Apt Elev <b>2062</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13

GETTYSBURG MUNI (ØD8)

|  |  |   |
|--|--|---|
| RNP APCH-GPS.<br>⚠ NA Circling NA to Rwy 4 and 22. Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Pierre altimeter setting. |  | MISSED APPROACH: Climb to 3500 direct ZEWOX and hold. |
|--|--|---|

|                           |  |                                 |
|---------------------------|--|---------------------------------|
| AWOS-3P<br><b>119.275</b> | MINNEAPOLIS CENTER<br><b>125.1 269.1</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|---------------------------|--|---------------------------------|



|  |        |             |                            |        |       |
|--|--------|-------------|----------------------------|--------|-------|
| VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 30). |        |             |                            | 3500   | ZEWOX |
| 4 NM Holding Pattern   |        |             |                            | ↑      | ✧     |
| 6000 3700 315° 135° 135° 3700 3.00° TCH 40                       |        |             |                            | RWY 13 |       |
| 7.1 NM 2.4 NM 2.6 NM   |        |             |                            | 2920   |       |
| CATEGORY   | A      | B           | C                          | D      |       |
| LP MDA   | 2560-1 | 499 (500-1) | 2560-1 3/8 499 (500-1 3/8) | NA     |       |
| LNAV MDA   | 2620-1 | 559 (600-1) | 2620-1 5/8 559 (600-1 5/8) | NA     |       |
| CIRCLING   | 2660-1 | 598 (600-1) | 2820-2 1/4 758 (800-2 1/4) | NA     |       |

GETTYSBURG, SOUTH DAKOTA  
Amdt 2C 19MAY22

44°59'N-99°57'W

GETTYSBURG MUNI (ØD8)

RNAV (GPS) RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

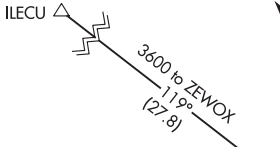



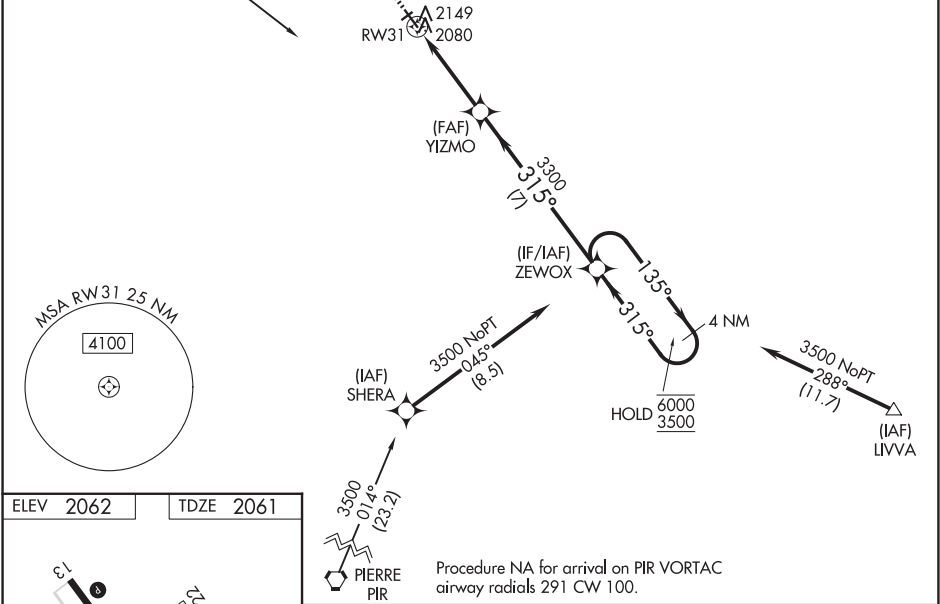
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56422</b><br><b>W31A</b> | APP CRS<br><b>315°</b> | Rwy Idg <b>4400</b><br>TDZE <b>2061</b><br>Apt Elev <b>2062</b> |
|--|------------------------|---|

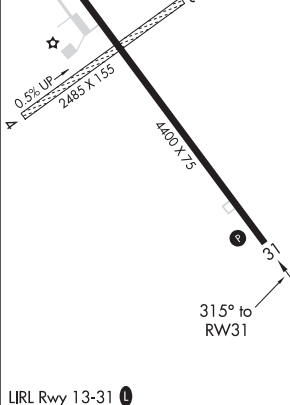
RNAV (GPS) RWY 31

GETTYSBURG MUNI (ØD8)

|   |   |
|---|---|
| RNP APCH-GPS.   | MISSED APPROACH: Climb to 3700 direct HIKEP and hold. |
| ⚠ NA<br>Circling NA to Rwys 4 and 22. Circling Rwy 13 NA at night.<br>When local alimeter setting not received, use Pierre altimeter setting. |   |

|  |  |  |
|--|--|--|
| AWOS-3P<br><b>119.275</b>  | MINNEAPOLIS CENTER<br><b>125.1 269.1</b> | UNICOM<br><b>122.8 (CTAF) 0</b>  |
|  |  | MISSED APCH FIX<br> |






0.5% UP  
2483 X 155

4400 X 75

315° to RW31

3700
↑



VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 29).

ZEWOX

4 NM  
Holding Pattern

135° → 6000  
← 315° 3500

YZMO

RW31


315°

3300

3.00°  
TCH 40

3.8 NM

7 NM

| CATEGORY   | A      | B           | C                       | D  |
|--|--------|-------------|-------------------------|----|
| LP MDA   | 2460-1 | 399 (400-1) | 2460-1½<br>399 (400-1½) | NA |
| LNAV MDA   | 2580-1 | 519 (600-1) | 2580-1¾<br>519 (600-1¾) | NA |
|  CIRCLING | 2660-1 | 598 (600-1) | 2820-2¼<br>758 (800-2¼) | NA |

LIRL Rwy 13-31

GLEN ULLIN, NORTH DAKOTA

AL-11438 (FAA)

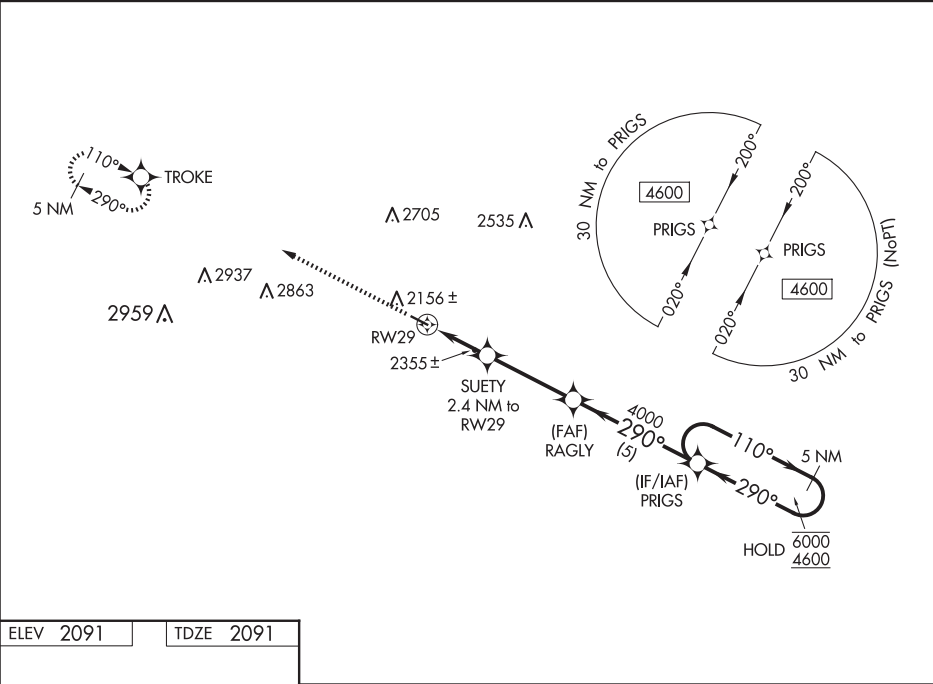
18312

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>45642</b><br><b>W29A</b> | APP CRS<br><b>290°</b> | Rwy Idg <b>3799</b><br>TDZE <b>2091</b><br>Apt Elev <b>2091</b> |
|--|------------------------|---|

RNAV (GPS) RWY 29

GLEN ULLIN RGNL (D57)

|  |                                      |  |
|--|--------------------------------------|--|
| RNP APCH.  |                                      | MISSED APPROACH: Climb to 4600<br>direct TROKE and hold. |
| ▼ Rwy 29 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. |                                      |  |
| AWOS-3P<br>118.75  | MINNEAPOLIS CENTER<br>124.25 236.825 | CTAF<br>122.9 0  |



|           |           |
|-----------|-----------|
| ELEV 2091 | TDZE 2091 |
|-----------|-----------|

4600 TROKE

\*LNAV only.

SUETY 2.4 NM to RW29

\*1.6 NM to RW29

RW29

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

RAGLY 4000

PRIGS 5 NM Holding Pattern

3799 X 60

290° to RW29

2900\*

4000

6000 4600

GP 3.00° TCH 40

| CATEGORY     | A                  | B                  | C                          | D  |
|--------------|--------------------|--------------------|----------------------------|----|
| LPV DA       | 2341-1             |                    | 250 (300-1)                | NA |
| LNAV/VNAV DA | 2561-1 3/8         |                    | 470 (500-1 3/8)            | NA |
| LNAV MDA     | 2620-1             | 529 (600-1)        | 2620-1 1/2 529 (600-1 1/2) | NA |
| CIRCLING     | 2640-1 549 (600-1) | 2680-1 589 (600-1) | 2800-2 709 (800-2)         | NA |

GLEN ULLIN, NORTH DAKOTA  
Orig 08NOV18

46°49'N-101°52'W

GLEN ULLIN RGNL (D57)

RNAV (GPS) RWY 29

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99437</b><br><b>W13A</b> | APP CRS<br><b>124°</b> | Rwy Idg <b>3300</b><br>TDZE <b>993</b><br>Apt Elev <b>993</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13  
GLENCOE MUNI (GYL)

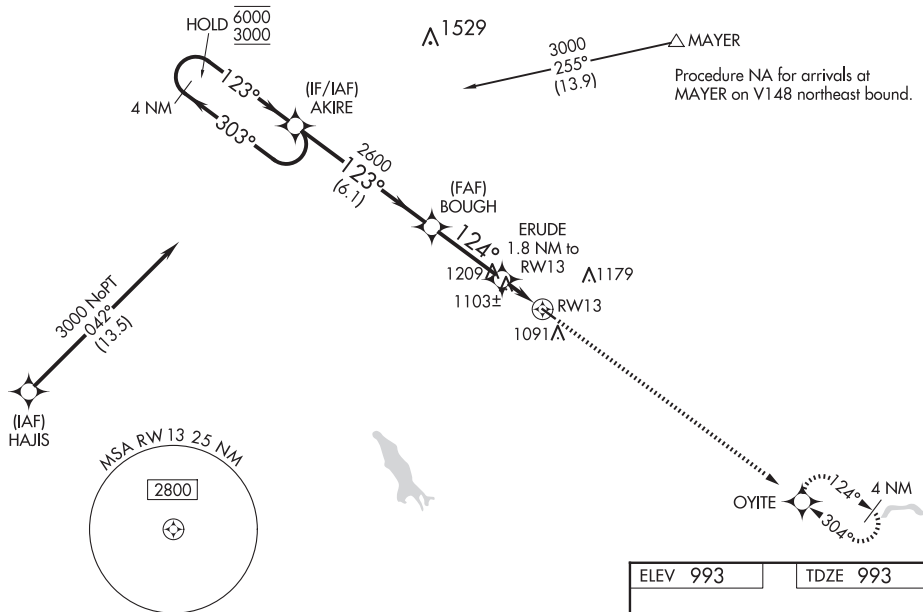
RNP APCH - GPS.

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Hutchinson altimeter setting. Rwy 13 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Hutchinson altimeter setting; increase LPV DA to 1317; increase LNAV/VNAV DA to 1403; and increase all MDA 60 feet.

**MISSED APPROACH:** Climb to 3000 direct OYITE and hold.

AWOS-3  
119.625

MINNEAPOLIS APP CON  
134.7 284.7

UNICOM  
122.8 (CTAF) **L**

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 28).

4 NM Holding Pattern

AKIRE

BOUGH

ERUDE

1.8 NM to RW13

1.1 NM to RW13

3000

303°

123°

123°

124°

2600

1600

GP 3.00° TCH 40

6.1 NM

3.1 NM

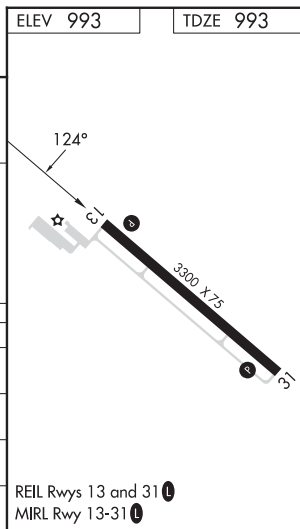
0.7 NM

1.1 NM

3000

OYITE

| CATEGORY      | A                     | B                     | C | D  |
|---------------|-----------------------|-----------------------|---|----|
| LPV DA        | 1274-1                | 281 (300-1)           |   | NA |
| RNAV/ VNAV DA | 1360-1                | 367 (400-1)           |   | NA |
| RNAV MDA      | 1360-1                | 367 (400-1)           |   | NA |
| CIRCLING      | 1420-1<br>427 (500-1) | 1480-1<br>487 (500-1) |   | NA |



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

GLENCOE, MINNESOTA

AL-9354 (FAA)

24137

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>48937</b><br><b>W31A</b> | APP CRS<br><b>304°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3300</b><br><b>992</b><br><b>993</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 31

GLENCOE MUNI (GYL)

RNP APCH - GPS.

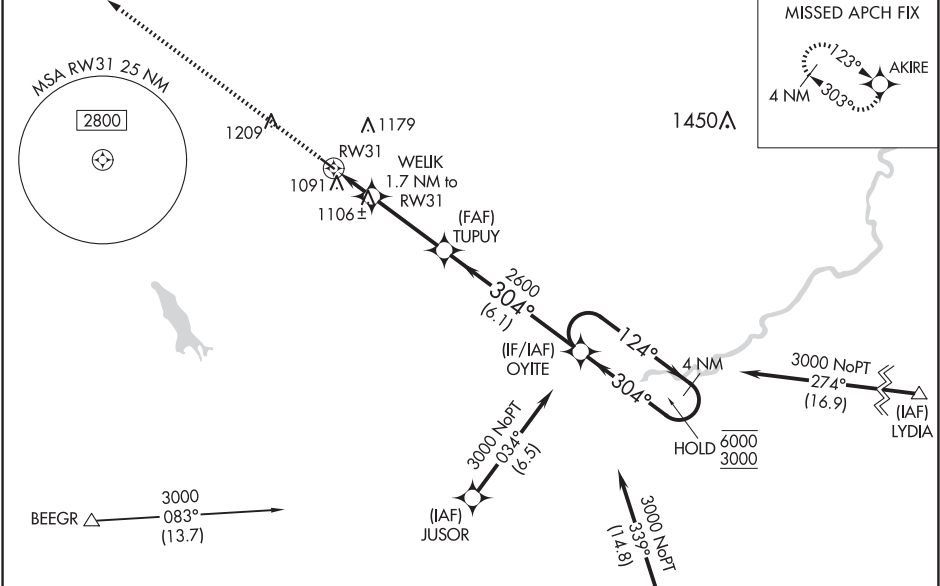
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Hutchinson altimeter setting. When local altimeter setting not received, use Hutchinson altimeter setting: increase LPV DA to 1285 feet; increase LNAV/VNAV DA to 1296 feet; increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct AKIRE and hold.

|                          |   |                               |
|--------------------------|---|-------------------------------|
| AWOS-3<br><b>119.625</b> | MINNEAPOLIS APP CON<br><b>134.7 284.7</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------|---|-------------------------------|



|          |          |
|----------|----------|
| ELEV 993 | TDZE 992 |
|----------|----------|

Procedure NA for arrivals at ZANNA on T400 southwest bound.

3000 AKIRE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).

OYITE 4 NM Holding Pattern

WELIK 1.7 NM to RW31

TUPUY 2600

1.1 NM to RW31

1560

304° 2600

124° 6000 3000

GP 3.00° TCH 40

1.1 NM 0.6 3.2 NM 6.1 NM

| CATEGORY     | A                  | B                  | C  | D |
|--------------|--------------------|--------------------|----|---|
| LPV DA       | 1242-7/8           | 250 (300-7/8)      | NA |   |
| LNAV/VNAV DA | 1253-7/8           | 261 (300-7/8)      | NA |   |
| LNAV MDA     | 1360-1             | 368 (400-1)        | NA |   |
| CIRCLING     | 1420-1 427 (500-1) | 1480-1 487 (500-1) | NA |   |

REIL Rwy 13 and 31  
MIRL Rwy 13-31

GLENCOE, MINNESOTA  
Amdt 1A 16MAY24

44°45'N-94°05'W

# GLENCOE MUNI (GYL) RNAV (GPS) RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

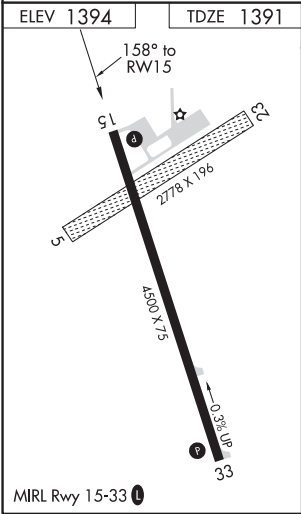
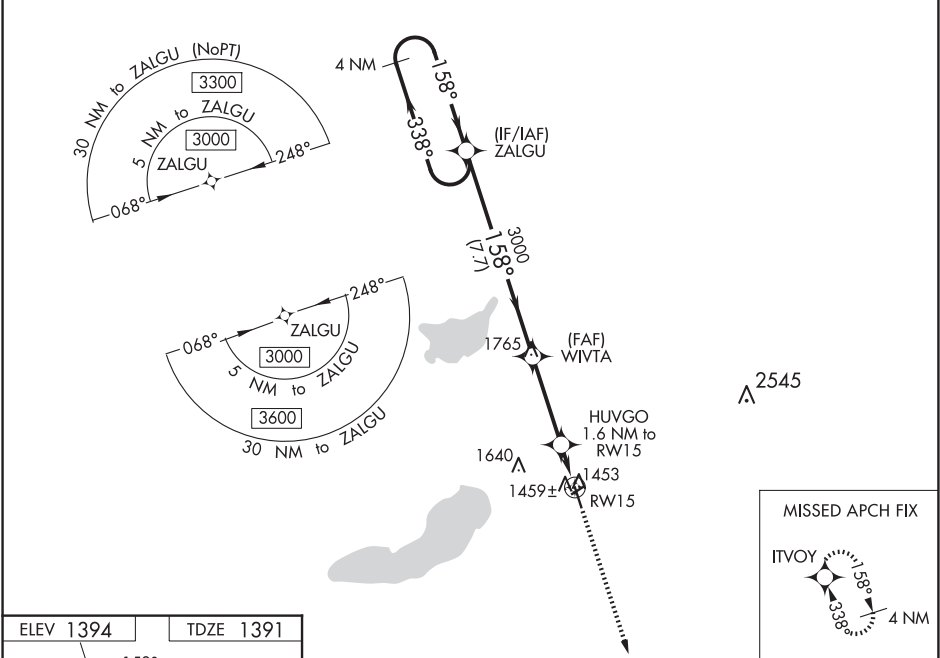
⚠

For uncompassated Baro-VNAV systems, LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Alexandria altimeter setting and increase DA 36 feet and all MDA 40 feet. Baro-VNAV and VDP NA when using Alexandria altimeter setting. Circling NA to Rwy 5/23.

MISSED APPROACH:

Climb to 3000 direct ITVOY and hold.

|                   |                                   |                |                 |
|-------------------|-----------------------------------|----------------|-----------------|
| AWOS-3<br>118.925 | MINNEAPOLIS CENTER<br>126.1 269.2 | GCO<br>121.725 | CTAF<br>122.9 0 |
|-------------------|-----------------------------------|----------------|-----------------|



|                      |                    |                    |                     |  |  |        |                      |
|----------------------|--------------------|--------------------|---------------------|--|--|--------|----------------------|
| 4 NM Holding Pattern |                    |                    |                     | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33). |  | 3000   | ITVOY                |
| ZALGU                |                    |                    |                     | WIVTA  |  | 3000   | HUVOG 1.6 NM to RW15 |
| 3000                 |                    |                    |                     | 3000   |  | *1940  | *0.9 NM to RW15      |
| GP 3.00° TCH 45      |                    |                    |                     | 7.7 NM   |  | 3.3 NM | 0.7 NM 0.9 NM        |
| CATEGORY             | A                  | B                  | C                   | D  |  |        |                      |
| LPV DA               | 1641-1             | 250 (300-1)        |                     | NA   |  |        |                      |
| LNAV/VNAV DA         | 1641-1             | 250 (300-1)        |                     | NA   |  |        |                      |
| LNAV MDA             | 1720-1             | 329 (400-1)        |                     | NA   |  |        |                      |
| CIRCLING             | 1840-1 446 (500-1) | 1860-1 466 (500-1) | 1940-1½ 546 (600-½) | NA   |  |        |                      |

GLENWOOD, MINNESOTA

AL-6556 (FAA)

21140

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>77931</b><br><b>W33A</b> | APP CRS<br><b>338°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4500</b><br><b>1384</b><br><b>1394</b> |
|--|------------------------|-----------------------------|---|

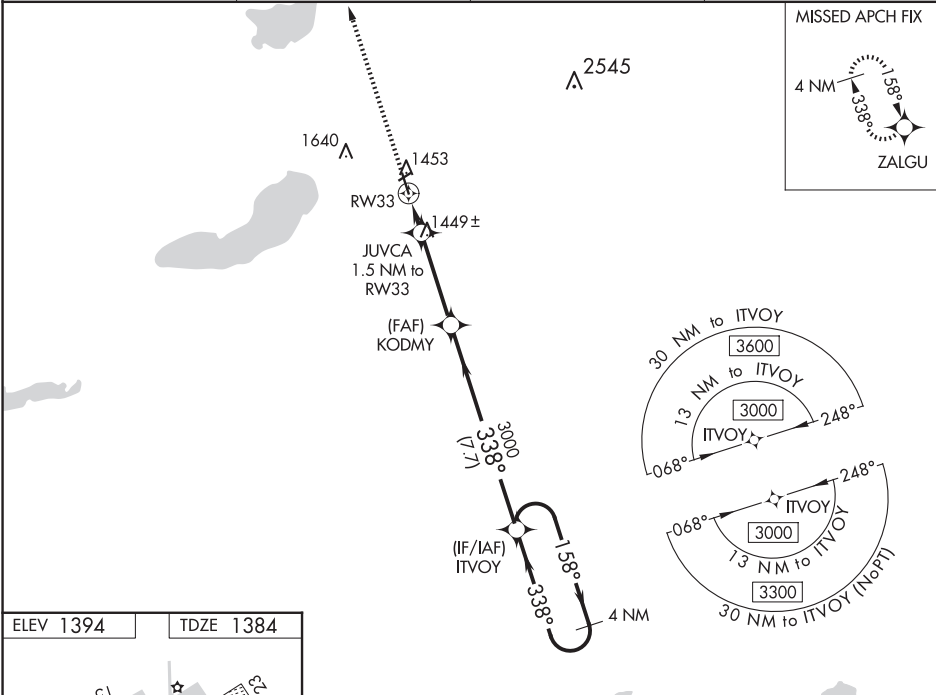
# RNAV (GPS) RWY 33

GLENWOOD MUNI (GHW)

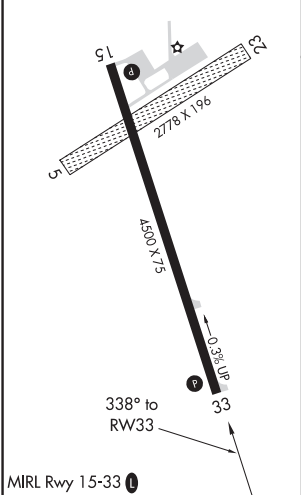
**⚠** Baro-VNAV NA when using Alexandria altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Alexandria altimeter setting and increase all DA 36 feet and all MDA 40 feet. Circling NA to Rwy 5/23.

**MISSED APPROACH:**  
Climb to 3000 direct ZALGU and hold.

|                          |  |                       |                        |
|--------------------------|--|-----------------------|------------------------|
| AWOS-3<br><b>118.925</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | GCO<br><b>121.725</b> | CTAF<br><b>122.9 0</b> |
|--------------------------|--|-----------------------|------------------------|



|           |           |
|-----------|-----------|
| ELEV 1394 | TDZE 1384 |
|-----------|-----------|



3000

↑

ZALGU

✦

VGSI and RNAV glidepath not coincident

(VGSI Angle 3.00/TCH 25).

4 NM

Holding Pattern

\*LNAV only.

KODMY

3000

ITVOY

JUVCA

1.5 NM to RW33

RW33

338°

158°

338°

3000

GP 3.00°

TCH 45

1.5 NM

3.5 NM

7.7 NM

\*1880

| CATEGORY     | A                     | B                     | C                       | D  |
|--------------|-----------------------|-----------------------|-------------------------|----|
| LPV DA       | 1634-1                | 250 (300-1)           |                         | NA |
| LNAV/VNAV DA | 1634-1                | 250 (300-1)           |                         | NA |
| LNAV MDA     | 1700-1                | 316 (400-1)           |                         | NA |
| CIRCLING     | 1840-1<br>446 (500-1) | 1860-1<br>466 (500-1) | 1940-1½<br>546 (600-1½) | NA |

GLENWOOD, MINNESOTA  
Amdt 1C 20MAY21

45°39'N-95°19'W

# GLENWOOD MUNI (GHW) RNAV (GPS) RWY 33

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|                    |             |                      |
|--------------------|-------------|----------------------|
| VOR/DME AXN        | APP CRS     | Rwy Idg              |
| <b>115.95</b>      | <b>003°</b> | <b>4500</b>          |
| Chan <b>106(Y)</b> |             | TDZE <b>1384</b>     |
|                    |             | Apt Elev <b>1394</b> |

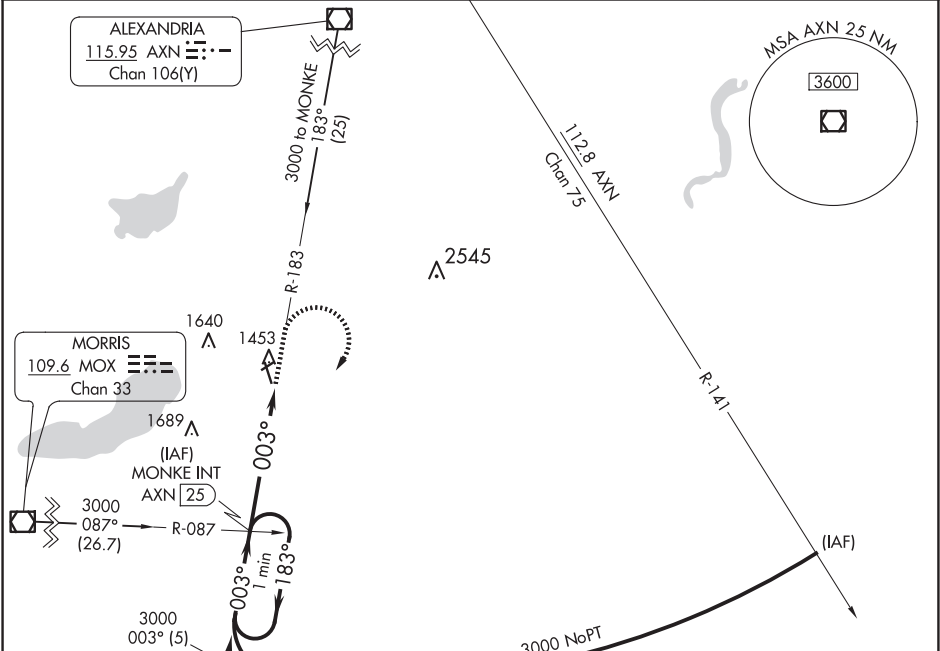
VOR RWY 33

GLENWOOD MUNI (GHW)

**⚠** Circling to Rwy 5/23 NA. When local altimeter setting not received, use Alexandria altimeter setting and increase all MDA 40 feet and S-33 Cat C visibility ¼ mile. Rwy 33 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via AXN R-183 to MONKE INT/25 DME and hold.

|                          |  |                       |                       |
|--------------------------|--|-----------------------|-----------------------|
| AWOS-3<br><b>118.925</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | GCO<br><b>121.725</b> | CTAF<br><b>122.90</b> |
|--------------------------|--|-----------------------|-----------------------|



One Minute Holding Pattern

3000

←183°

003°→

×

003°

5.4 NM

2000

3000

AXN R-183

MONKE INT

|          |        |             |                         |    |
|----------|--------|-------------|-------------------------|----|
| CATEGORY | A      | B           | C                       | D  |
| S-33     | 1880-1 | 496 (500-1) | 1880-1¼<br>496 (500-1¼) | NA |
| CIRCLING | 1880-1 | 486 (500-1) | 1940-1½<br>546 (600-1½) | NA |

ELEV 1394

TDZE 1384

51

33

2778 X 196

ASR 0.75

0.3 SEC

003° 5.4 NM from FAF

MIRL Rwy 15-33

FAF to MAP 5.4 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

RNAV (GPS) RWY 17  
HUTSON FLD (GAF)

**MISSED APPROACH:** Climb to 4000 direct KUNKY and on track 213° to CEVYA and hold, continue climb-in-hold to 4000.

UNICOM  
122.8 (CTAF) **L**

RNAV (GPS) RWY 17





GRAND FORKS, NORTH DAKOTA


AL-5187 (FAA)

25163

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| LOC/DME I-GFK<br><b>109.1</b><br>Chan 28 | APP CRS<br><b>354°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>7351</b><br><b>845</b><br><b>845</b> |
|--|------------------------|-----------------------------|---|

# ILS or LOC RWY 35L

GRAND FORKS INTL (GFK)

|   |   |   |                           |  |                         |   |
|---|---|---|---------------------------|--|-------------------------|---|
| ADF or DME or RADAR required.   |   |   |                           | MALSR<br> |                         | MISSED APPROACH:<br>Climb to 3600 then<br>right turn direct<br>GFK VOR/DME<br>and hold. |
| VDP NA when using CKN altimeter setting. When local altimeter setting not received, use CKN altimeter setting and increase DA to 1107 feet and all MDA 80 feet; increase S-LOC 35L Cats C/D/E visibility to RVR 4000 and Circling Cats C and E visibility ¼ SM. For inop ALS, increase S-ILS 35L Cat E visibility to RVR 4000 and S-LOC 35L Cat E visibility to RVR 5000. For inop ALS when using CKN altimeter setting, increase S-ILS 35L all Cats visibility to RVR 4500 and S-LOC 35L Cat C/D/E visibility to RVR 6000. Procedure turn NA for Cat E aircraft, RADAR required. |   |   |                           |  |                         |   |
| ATIS<br><b>119.4</b>  | GRAND FORKS APP CON<br><b>118.1 318.1</b> | GRAND FORKS TOWER<br><b>118.4 (CTAF) 350.35</b> | GND CON<br><b>124.575</b> | CLNC DEL<br><b>135.725</b>   | UNICOM<br><b>122.95</b> |   |

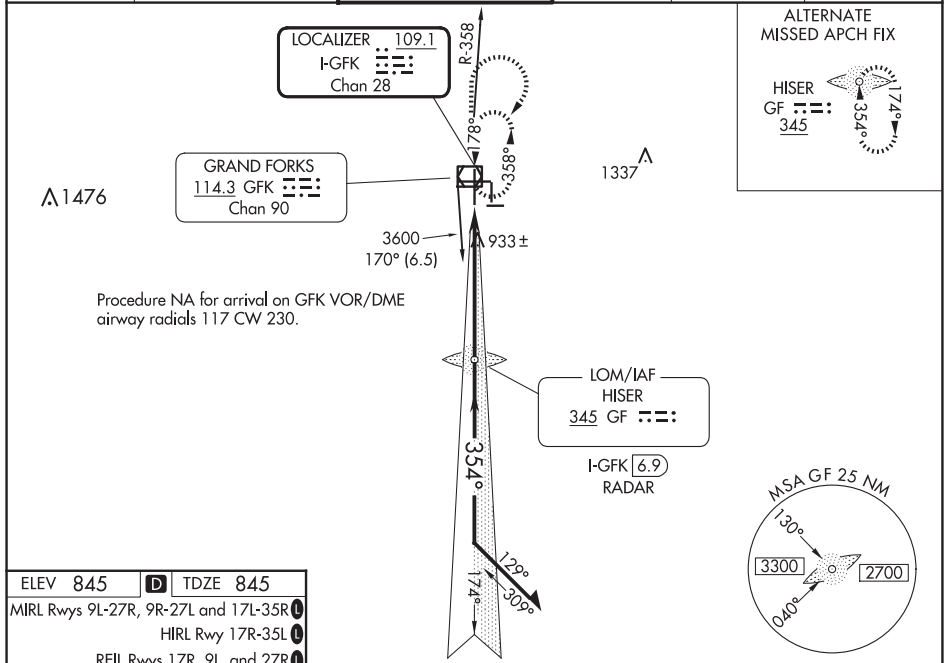


Diagram of the 35L runway approach. The diagram shows a 354° heading, a 35L runway, and various navigation aids including TWR, A5, and various frequency markers like 6701 X 100, 7351 X 150, 3300 X 60, and 3352 X 60. A note indicates "FAF to MAP 5.6 NM".

Diagram of the 2600 runway approach. The diagram shows a 354° heading, a 2600 runway, and various navigation aids including I-GFK 1.4, I-GFK 2.3, and GF LOM. A note indicates "Remain within 10 NM". A table below the diagram provides approach data for categories A, B, C, D, and E.

| CATEGORY  | A                     | B                     | C                       | D                     | E                       |
|-----------|-----------------------|-----------------------|-------------------------|-----------------------|-------------------------|
| S-ILS 35L | 1045/24 200 (200-½)   |                       |                         |                       |                         |
| S-LOC 35L | 1200/24 355 (400-½)   | 1200/30 355 (400-¾)   |                         |                       |                         |
| CIRCLING  | 1260-1<br>415 (500-1) | 1300-1<br>455 (500-1) | 1400-1½<br>555 (600-1½) | 1420-2<br>575 (600-2) | 1520-2½<br>675 (700-2½) |

GRAND FORKS, NORTH DAKOTA

Amdt 12E 12JUN25

47°57'N-97°11'W

# ILS or LOC RWY 35L

NC-1, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **58104**  
**W09A**

APP CRS  
**084°**

Rwy Ldg  
TDZE **845**  
Apt Elev **845**

**RNAV (GPS) RWY 9L**

GRAND FORKS INTL (GFK)

RNP APCH - GPS.

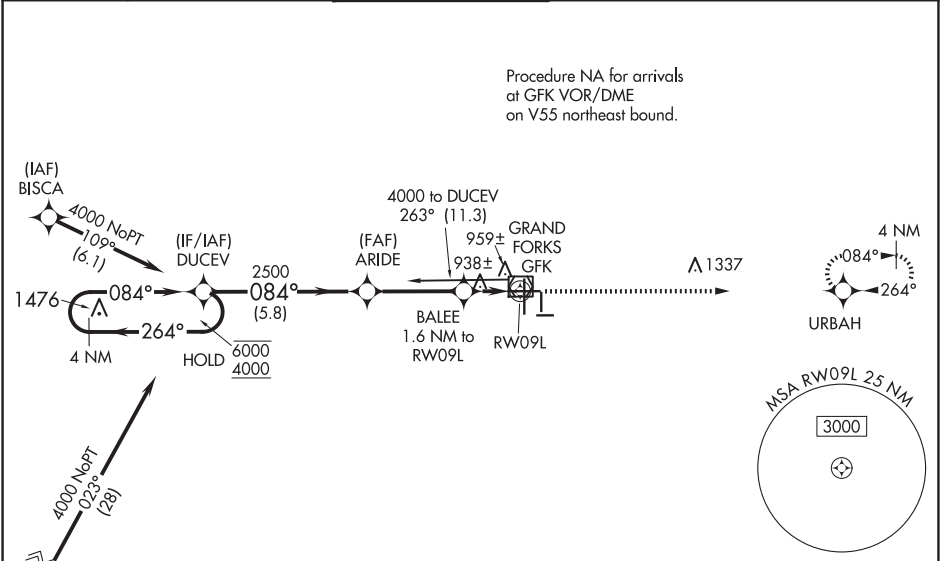
▼

Baro-VNAV and VDP NA when using CKN altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use CKN altimeter setting and increase LPV DA to 1106 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1156 feet and all visibilities ¼ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH:

Climb to 2800 direct URBAH and hold.

|                      |   |  |                           |                            |                         |
|----------------------|---|--|---------------------------|----------------------------|-------------------------|
| ATIS<br><b>119.4</b> | GRAND FORKS APP CON ★<br><b>118.1 318.1</b> | GRAND FORKS TOWER ★<br><b>118.4(CTAF) 350.35</b> | GND CON<br><b>124.575</b> | CLNC DEL<br><b>135.725</b> | UNICOM<br><b>122.95</b> |
|----------------------|---|--|---------------------------|----------------------------|-------------------------|



ELEV 845

**D** TDZE 845

4 NM Holding Pattern

DUCEV

ARIDE

BALEE 1.6 NM to RWY09L

URBAH

GP 3.00° TCH 45

2800

2500

1400

1 NM to RWY09L

RWY09L

5.8 NM

3.5 NM

0.6

1 NM

6000

4000

264°

084°

084°

2500

1400

| CATEGORY          | A                     | B                     | C                       | D                     |
|-------------------|-----------------------|-----------------------|-------------------------|-----------------------|
| LPV DA            |                       | 1045-¾                | 200 (200-¾)             |                       |
| LNAV/VNAV DA      |                       | 1095-¾                | 250 (300-¾)             |                       |
| LNAV MDA          |                       | 1200-1                | 355 (400-1)             |                       |
| <b>C</b> CIRCLING | 1260-1<br>415 (500-1) | 1300-1<br>455 (500-1) | 1400-1½<br>555 (600-1½) | 1420-2<br>575 (600-2) |

MIRL Rwy 9L-27R, 9R-27L and 17L-35R

HIRL Rwy 17R-35L

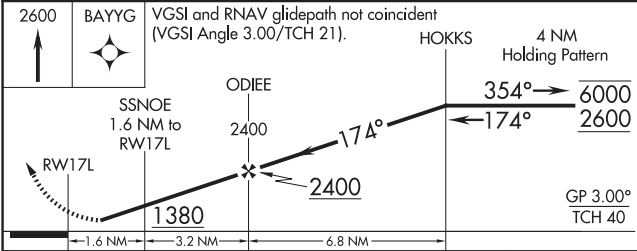
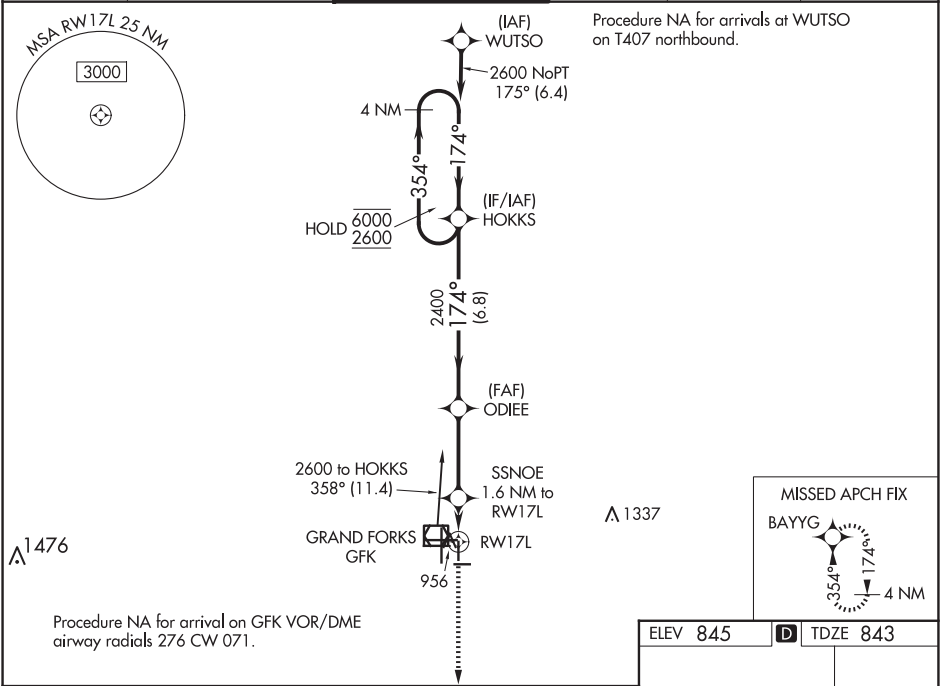
REIL Rwy 17R, 9L, and 27R

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>72747</b><br><b>W17B</b> | APP CRS<br><b>174°</b> | Rwy Ldg<br>TDZE <b>843</b><br>Apt Elev <b>845</b> |
|--|------------------------|---|

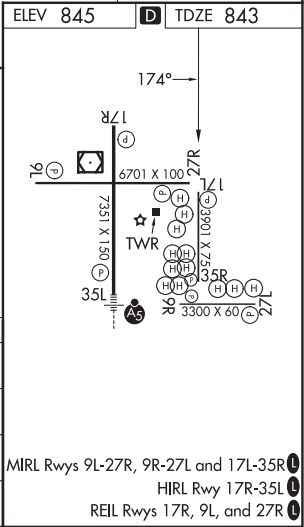
RNAV (GPS) RWY 17L  
GRAND FORKS INTL (GFK)

|  |  |   |  |  |  |
|--|--|---|--|--|--|
| RNP APCH - GPS.  |  | MISSED APPROACH: Climb to 2600 direct BAYYG and hold. |  |  |  |
| ▼ Rwy 17L helicopter visibility reduction below ¾ SM NA.<br>▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. |  |   |  |  |  |

|                      |  |  |                           |                            |                         |
|----------------------|--|--|---------------------------|----------------------------|-------------------------|
| ATIS<br><b>119.4</b> | GRAND FORKS APP CON*<br><b>118.1 318.1</b> | GRAND FORKS TOWER*<br><b>118.4 (CTAF) 0 350.35</b> | GND CON<br><b>124.575</b> | CLNC DEL<br><b>135.725</b> | UNICOM<br><b>122.95</b> |
|----------------------|--|--|---------------------------|----------------------------|-------------------------|



| CATEGORY      | A                     | B                     | C                       | D                     |
|---------------|-----------------------|-----------------------|-------------------------|-----------------------|
| LPV DA        |                       | 1093-¾                | 250 (300-¾)             |                       |
| LNAV/ VNAV DA |                       | 1117-7/8              | 274 (300-7/8)           |                       |
| LNAV MDA      |                       | 1220-1                | 377 (400-1)             |                       |
| CIRCLING      | 1260-1<br>415 (500-1) | 1300-1<br>455 (500-1) | 1400-1½<br>555 (600-1½) | 1420-2<br>575 (600-2) |



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 17R  
GRAND FORKS INTL (GFK)

**MISSED APPROACH:**  
Climb to 2600 direct  
ERIXE and hold.

MIRA Rwy 9L-27R, 9R-27L and 17L-35R

MIRA Rwy 17R-35L

REIL Rwy 17R, 9L, and 27R

GRAND FORKS INTL (GFK)  
RNAV (GPS) RWY 17R

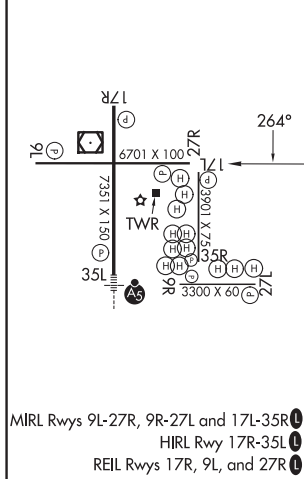
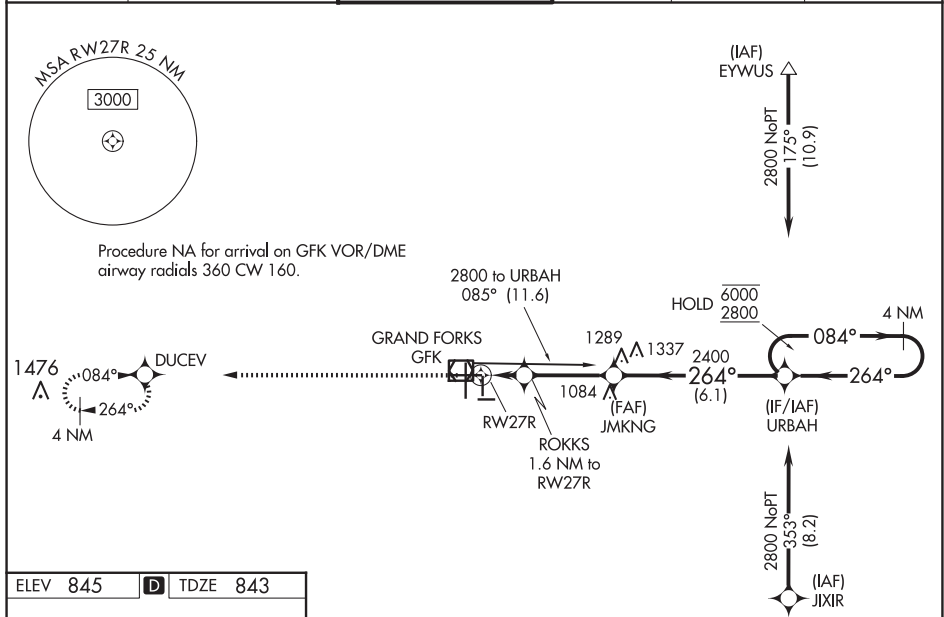
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>78104</b><br><b>W27A</b> | APP CRS<br><b>264°</b> | Rwy Ldg<br>TDZE <b>843</b><br>Apt Elev <b>845</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 27R

GRAND FORKS INTL (GFK)

|                 |   |   |
|-----------------|---|---|
| RNP APCH - GPS. | <p>Baro-VNAV and VDP NA when using CKN altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use CKN altimeter setting and increase LPV DA to 1104 feet and all visibilities <math>\frac{1}{8}</math> SM. Increase LNAV/VNAV DA to 1178 feet and all visibilities <math>\frac{1}{8}</math> SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D <math>\frac{3}{8}</math> SM, and Circling visibility Cat C <math>\frac{1}{4}</math> SM.</p> | MISSED APPROACH: Climb to 4000 direct DUCEV and hold, continue climb-in-hold to 4000. |
|-----------------|---|---|

|                      |   |   |                           |                            |                         |
|----------------------|---|---|---------------------------|----------------------------|-------------------------|
| ATIS<br><b>119.4</b> | GRAND FORKS APP CON ★<br><b>118.1 318.1</b> | GRAND FORKS TOWER★<br><b>118.4(CTAF) 350.35</b> | GND CON<br><b>124.575</b> | CLNC DEL<br><b>135.725</b> | UNICOM<br><b>122.95</b> |
|----------------------|---|---|---------------------------|----------------------------|-------------------------|




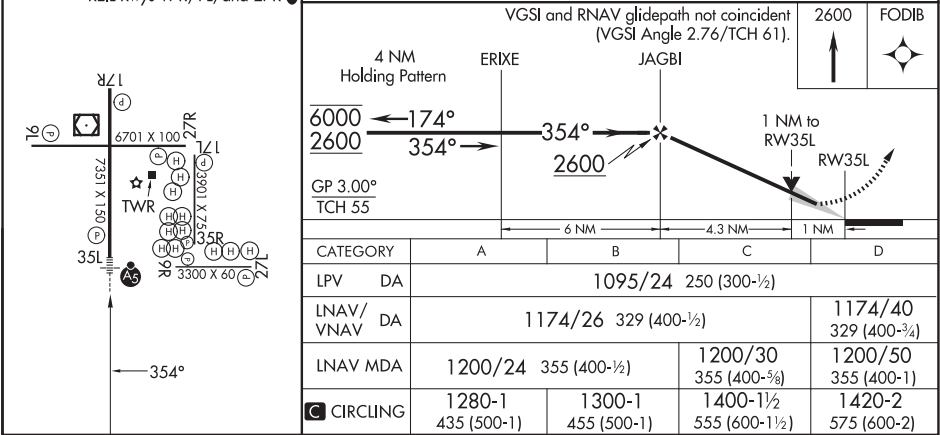
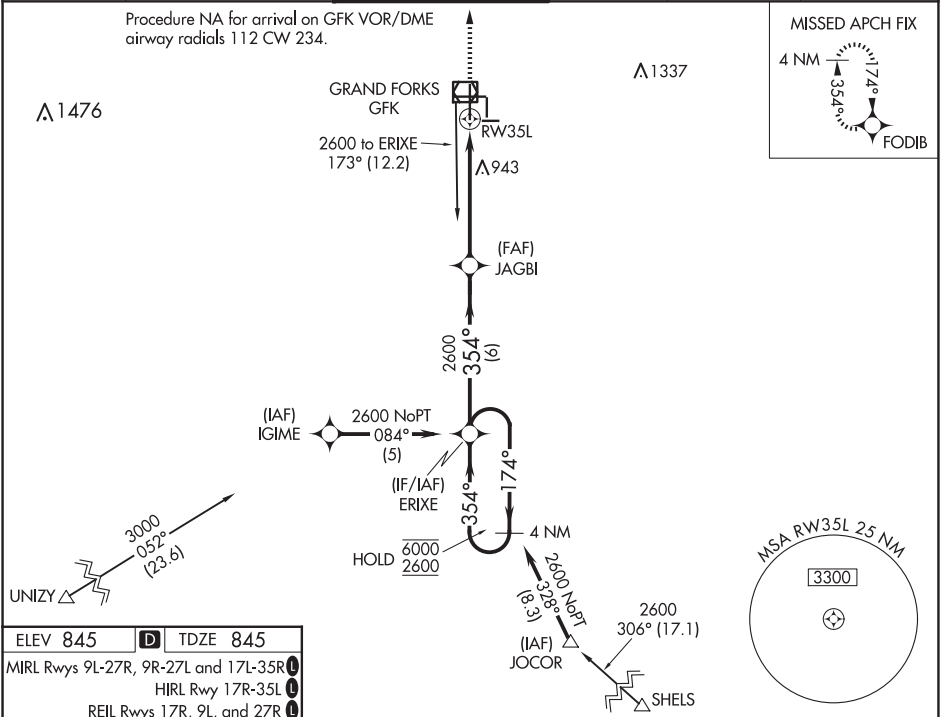
|              |                       |                           |  |                               |
|--------------|-----------------------|---------------------------|--|-------------------------------|
| 4000         | DUCEV                 | ROKKS<br>1.6 NM to RW27R  | JMKNG<br>2400                                      | URBAH<br>4 NM Holding Pattern |
| 1            | 0.6                   | 3.2 NM                    | 6.1 NM   | GP 3.00°<br>TCH 44            |
| CATEGORY     | A                     | B                         | C  | D                             |
| LPV DA       | 1043- $\frac{3}{4}$   | 200 (200- $\frac{3}{4}$ ) |  |                               |
| LNAV/VNAV DA | 1117- $\frac{7}{8}$   | 274 (300- $\frac{7}{8}$ ) |  |                               |
| LNAV MDA     | 1220-1                | 377 (400-1)               |  |                               |
| CIRCLING     | 1260-1<br>415 (500-1) | 1300-1<br>455 (500-1)     | 1400-1 $\frac{1}{2}$<br>555 (600-1 $\frac{1}{2}$ ) | 1420-2<br>575 (600-2)         |

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>70313</b><br><b>W35A</b> | APP CRS<br><b>354°</b> | Rwy Ldg<br>TDZE<br><b>845</b><br>Apt Elev<br><b>845</b> |
|--|------------------------|---|

RNAV (GPS) RWY 35L

GRAND FORKS INTL (GFK)

|   |   |  |   |   |                         |
|---|---|--|---|---|-------------------------|
| RNP APCH.<br>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C. For Inop ALS, increase LNAV/VNAV Cat D visibility to RVR 5500 and LNAV Cat C/D visibility to RVR 5500. |   |  | MALSRR<br> | MISSED APPROACH: Climb to 2600 direct FODIB and hold. |                         |
| ATIS<br><b>119.4</b>  | GRAND FORKS APP CON ★<br><b>118.1 318.1</b> | GRAND FORKS TOWER★<br><b>118.4 (CTAF) 350.35</b> | GND CON<br><b>124.575</b>   | CLNC DEL<br><b>135.725</b>                            | UNICOM<br><b>122.95</b> |



GRAND FORKS, NORTH DAKOTA

AL-5187 (FAA)

25163

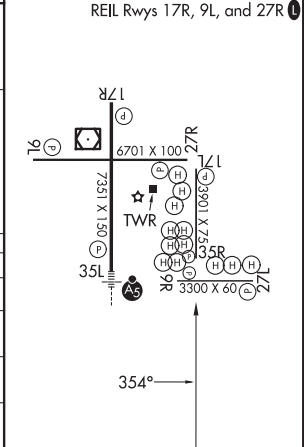
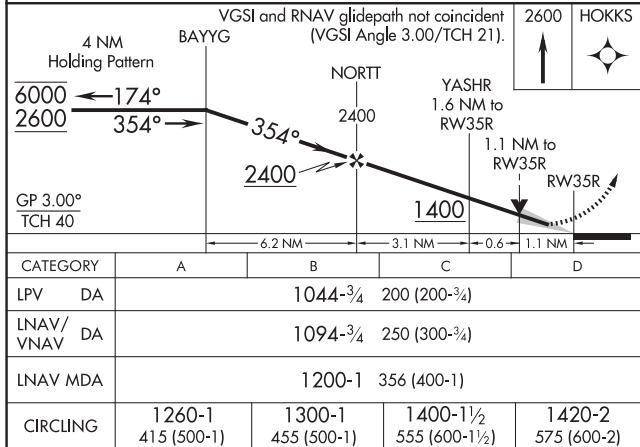
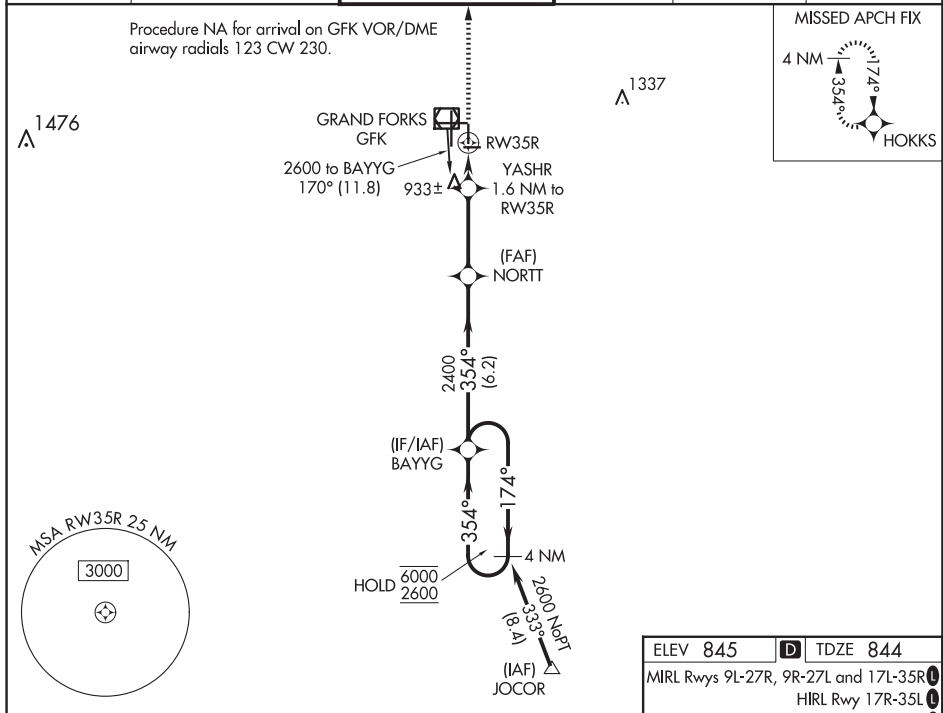
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>78147</b><br><b>W35B</b> | APP CRS<br><b>354°</b> | Rwy Ldg<br>TDZE <b>844</b><br>Apt Elev <b>845</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 35R

GRAND FORKS INTL (GFK)

|  |  |   |
|--|--|---|
| RNP APCH - GPS.                              |  | MISSED APPROACH: Climb to 2600 direct HOKKS and hold. |
| <div><div><div></div><div></div></div></div> | For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. |   |

|                      |   |  |                           |                            |                         |
|----------------------|---|--|---------------------------|----------------------------|-------------------------|
| ATIS<br><b>119.4</b> | GRAND FORKS APP CON ★<br><b>118.1 318.1</b> | GRAND FORKS TOWER ★<br><b>118.4(CTAF) 350.35</b> | GND CON<br><b>124.575</b> | CLNC DEL<br><b>135.725</b> | UNICOM<br><b>122.95</b> |
|----------------------|---|--|---------------------------|----------------------------|-------------------------|



GRAND FORKS, NORTH DAKOTA  
Orig 12JUN25

47°57'N-97°11'W

# GRAND FORKS INTL (GFK) RNAV (GPS) RWY 35R

NC-1, 12 JUN 2025 to 07 AUG 2025

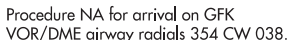
NC-1, 12 JUN 2025 to 07 AUG 2025



LOC BC RWY 17R  
GRAND FORKS INTL (GFK)

**MISSED APPROACH:** Climb to 2600 on I-GFK south course (174°) to HISER LOM/I-GFK 6.9 DME/RADAR and hold.

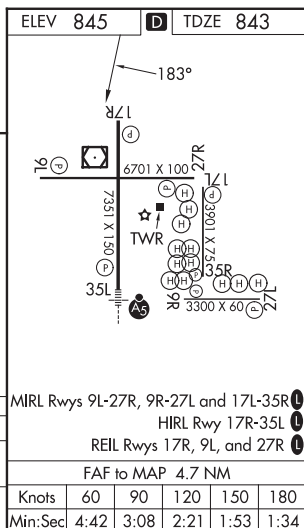
## BACK COURSE



GRAND FORKS INTL (GFK)  
LOC BC RWY 17R

VOR RWY 17R  
GRAND FORKS INTL (GFK)

**MISSED APPROACH:** Climb to 3600 on GFK VOR/DME R-170 then left turn direct GFK VOR/DME and hold.

UNICOM  
122.95

GRAND FORKS INTL (GFK)  
VOR RWY 17R

|   |                        |   |
|---|------------------------|---|
| VOR/DME GFK<br><b>114.3</b><br>Chan <b>90</b> | APP CRS<br><b>344°</b> | Rwy Ldg <b>7351</b><br>TDZE <b>845</b><br>Apt Elev <b>845</b> |
|---|------------------------|---|

VOR RWY 35L  
GRAND FORKS INTL (GFK)

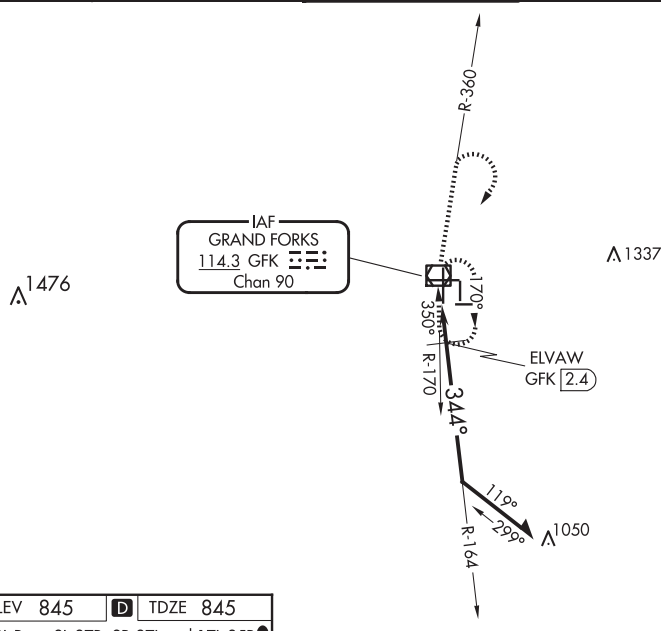
When local altimeter setting not received, use Crookston altimeter setting and increase all MDA 80 feet; increase Cat C/D visibility to 1½ SM and Circling Cat C visibility ¼ SM. Increase ELVAV fix minimums Cat C/D visibility to RVR 4500 and Circling Cat C visibility ¼ SM. For inop ALS, increase S-35L Cat C/D visibility to 1¾ SM. ELVAV fix minimums: For inop ALS, increase S-35L Cat C/D visibility to RVR 5500.

MALSR

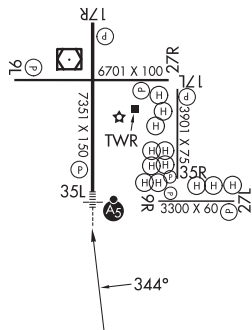


**MISSED APPROACH:** Climb to 1300 then climb to 3600 on GFK R-360 then right turn direct GFK VOR/DME and hold.

|               |                                      |  |                    |                     |                  |
|---------------|--------------------------------------|--|--------------------|---------------------|------------------|
| ATIS<br>119.4 | GRAND FORKS APP CON ★<br>118.1 318.1 | GRAND FORKS TOWER★<br>118.4(CTAF) 350.35 | GND CON<br>124.575 | CLNC DEL<br>135.725 | UNICOM<br>122.95 |
|---------------|--------------------------------------|--|--------------------|---------------------|------------------|



|                                     |   |          |
|-------------------------------------|---|----------|
| ELEV 845                            | D | TDZE 845 |
| MIRL Rwy 9L-27R, 9R-27L and 17L-35R |   |          |
| HIRL Rwy 17R-35L                    |   |          |
| REIL Rwy 17R, 9L, and 27R           |   |          |



1300  
↑  
GFK R-360

GFK  
VOR/DME

Remain within 10 NM

164°

ELVAW  
GFK

3.01°  
TCH 55

2500

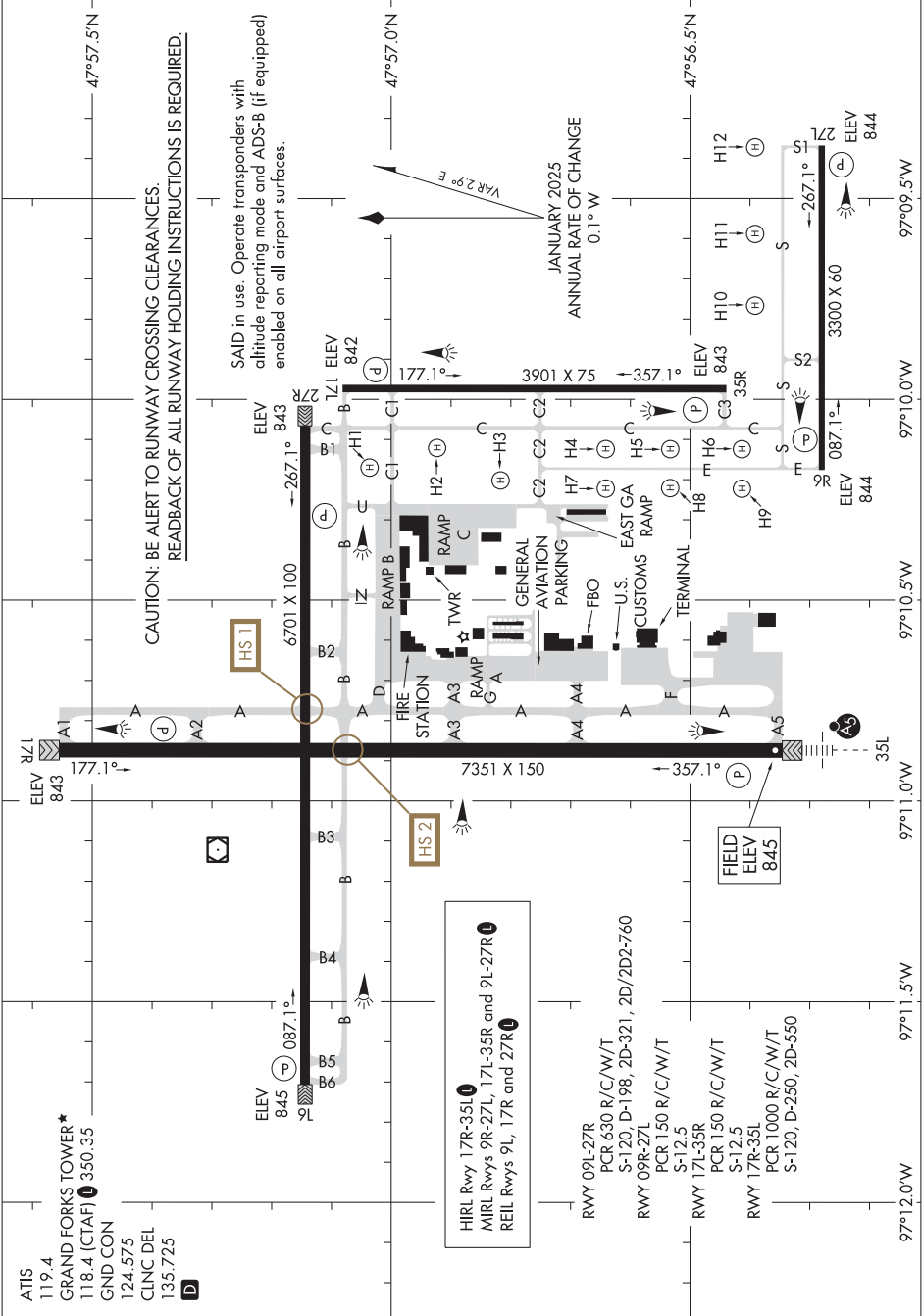
34°

1360\*

1 NM 1.4 NM

VGS and descent angles not coincident (VGS Angle 2.76/TCH 61).

\*1440 when using Crookston altimeter setting.



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

## ILS or LOC RWY 18

GRAND FORKS AFB (KRDR)

|                                  |                         |  |
|----------------------------------|-------------------------|--|
| LOC I-AVA<br><b><u>111.3</u></b> | APCH CRS<br><b>177°</b> | Rwy Idg <b>12,351</b><br>TDZE <b>900</b><br>Arpt Elev <b>911</b> |
|----------------------------------|-------------------------|--|

[USAF]

|                       |
|-----------------------|
| RADAR or DME required |
|-----------------------|

\* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
\*\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CDE vis to  $1\frac{1}{4}$  miles.

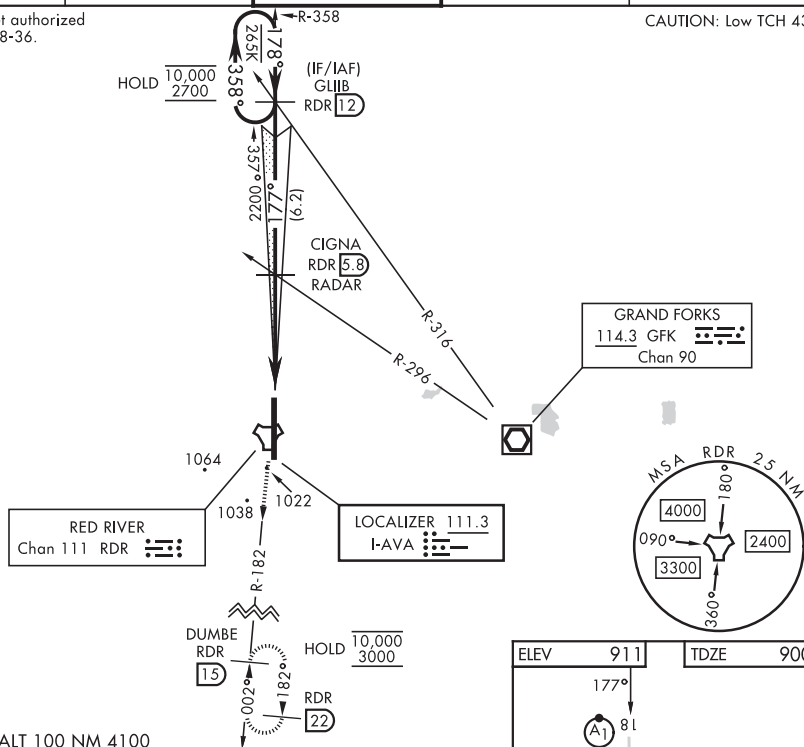
ALSF-1

MISSED APPROACH: Climb to 3000 on RDR TACAN R-182 to DUMBE and hold.

|        |           |       |                   |       |         |       |          |       |
|--------|-----------|-------|-------------------|-------|---------|-------|----------|-------|
| ATIS   | APP CON ★ |       | RED RIVER TOWER ★ |       | GND CON |       | CLNC DEL |       |
| 273.45 | 118.1     | 318.1 | 124.9             | 349.0 | 119.15  | 275.8 | 119.15   | 360.7 |

\*\*\* Circling not authorized  
E of Rwy 18-36.

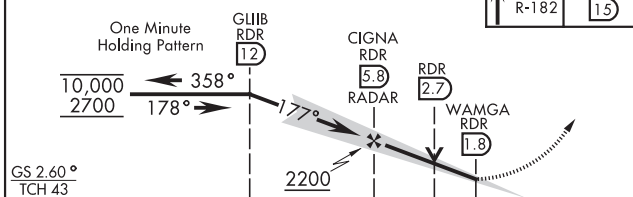
CAUTION: Low TCH 43



1339

EMERG SAFE ALT 100 NM 4100

VGSI and ILS glidepath not coincident (VGSI Angle 2.60/TCH 48).



| CATEGORY      | A                     | B                     | C                       | D                     | E                       |
|---------------|-----------------------|-----------------------|-------------------------|-----------------------|-------------------------|
| S-ILS 18*     | 1100/24               |                       | 200                     | (200-½)               |                         |
| S-LOC 18**    | 1340/24 440 (500-½)   |                       | 1340/40 440 (500-¾)     |                       |                         |
| C CIRCLING*** | 1340-1<br>429 (500-1) | 1380-1<br>469 (500-1) | 1380-1½<br>469 (500-1½) | 1540-2<br>629 (700-2) | 1560-2½<br>649 (700-2½) |

HIRL Rwy 18-36

FAF to MAP 4.1 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

GRAND FORKS, NORTH DAKOTA

47°58'N-97°24'W

GRAND FORKS AFB (KRDR)

Orig 02NOV23

ILS or LOC RWY 18

GRAND FORKS, NORTH DAKOTA

ILS or LOC RWY 36

GRAND FORKS AFB (KRDR)

|                           |                         |  |
|---------------------------|-------------------------|--|
| LOC I-RDR<br><b>109.9</b> | APCH CRS<br><b>357°</b> | Rwy Idg <b>12,351</b><br>TDZE <b>911</b><br>Arpt Elev <b>911</b> |
|---------------------------|-------------------------|--|

[USAF]

RADAR or DME required

ALSF-1



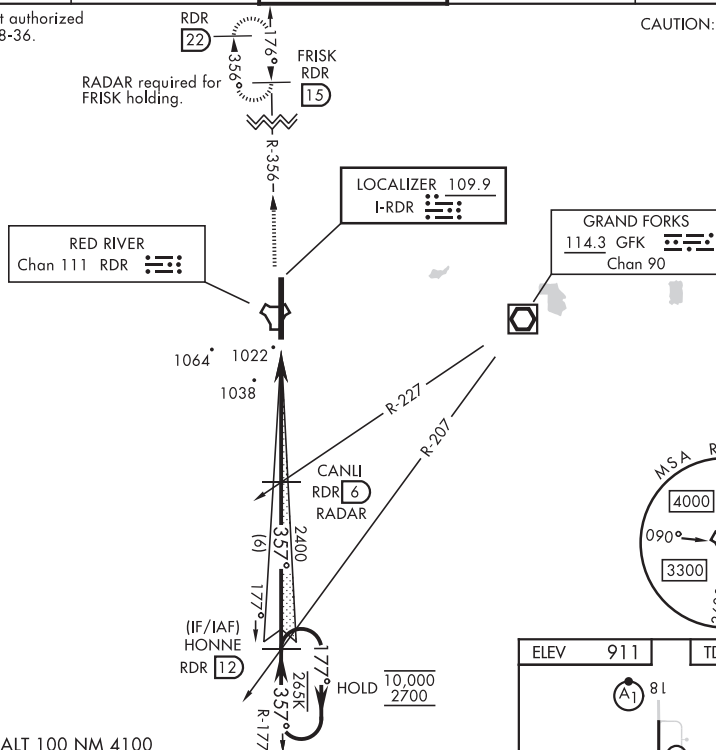
MISSED APPROACH: Climb to 3000 on  
RDR TACAN R-356 to FRISK and hold.

- \* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
\*\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to  $1\frac{1}{2}$  miles.

|                       |                                 |   |                                |                                 |
|-----------------------|---------------------------------|---|--------------------------------|---------------------------------|
| ATIS<br><b>273.45</b> | APP CON ★<br><b>118.1 318.1</b> | RED RIVER TOWER ★<br><b>124.9 349.0</b> | GND CON<br><b>119.15 275.8</b> | CLNC DEL<br><b>119.15 360.7</b> |
|-----------------------|---------------------------------|---|--------------------------------|---------------------------------|

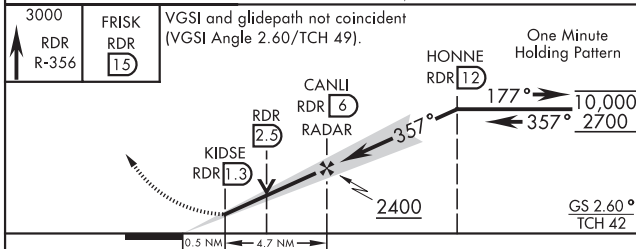
\*\*\* Circling not authorized  
E of Rwy 18-36.

CAUTION: Low TCH 42

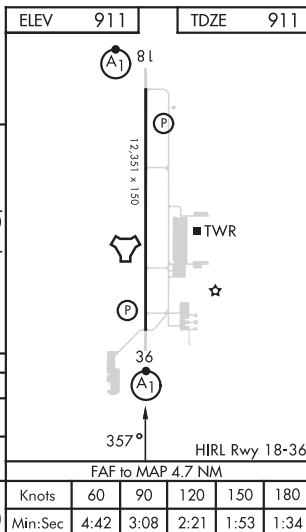


•1348

EMERG SAFE ALT 100 NM 4100



| CATEGORY        | A       | B                         | C   | D                     | E  |
|-----------------|---------|---------------------------|---|-----------------------|--|
| S-ILS 36 *      | 1111/24 |                           | 200   | (200- $\frac{1}{2}$ ) |  |
| S-LOC 36 **     | 1440/24 | 529 (600- $\frac{1}{2}$ ) | 1440/55   | 529                   | (600-1)  |
| ***<br>CIRCLING | 1440-1  | 529 (600-1)               | 1440-1 $\frac{1}{2}$<br>529 (600- $\frac{1}{2}$ ) | 1540-2<br>629 (700-2) | 1560-2 $\frac{1}{4}$<br>649 (700-2 $\frac{1}{4}$ ) |



GRAND FORKS, NORTH DAKOTA

47°58'N-97°24'W

GRAND FORKS AFB (KRDR)

Orig 02NOV23

ILS or LOC RWY 36

NC-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 18

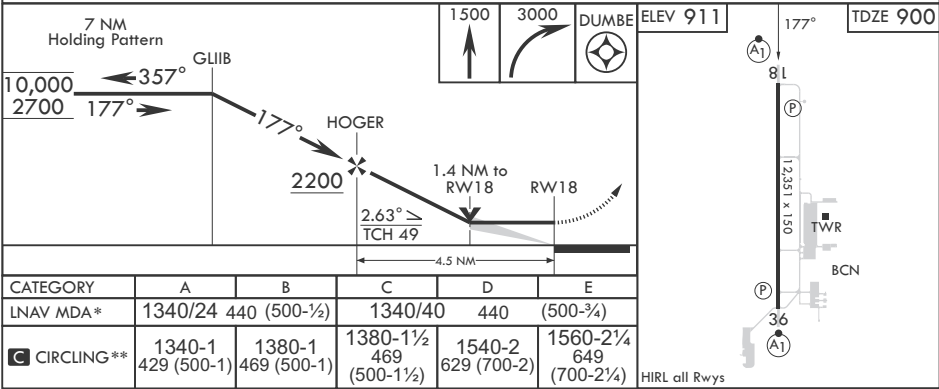
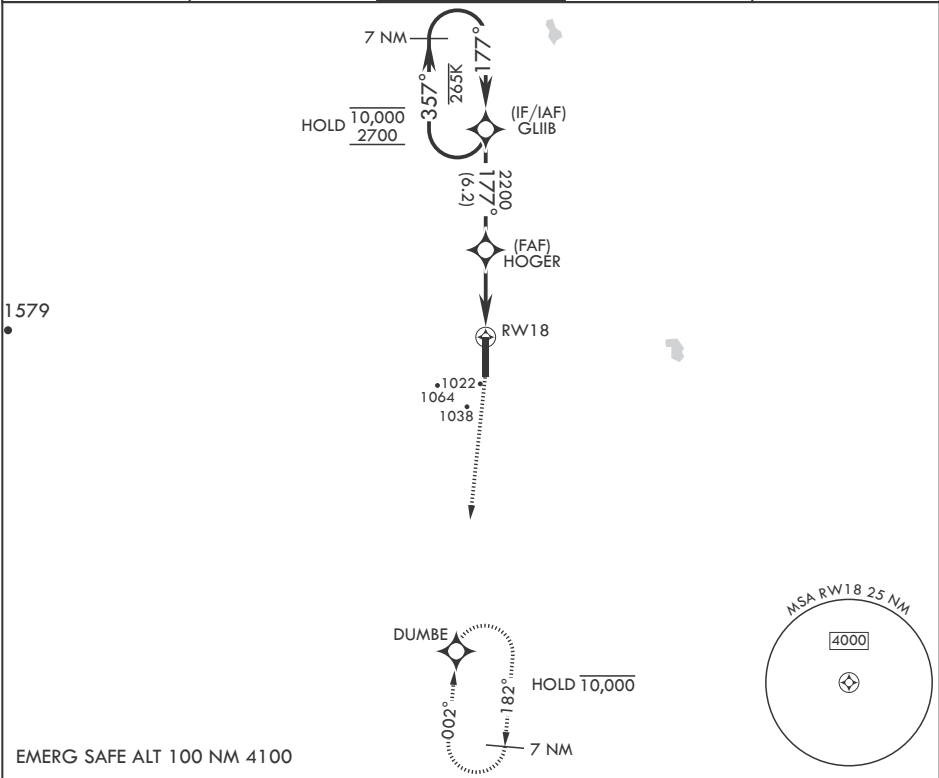
|          |            |        |
|----------|------------|--------|
| APCH CRS | Rwy Idg    | 12,351 |
| 177°     | TDZE       | 900    |
|          | Arprt Elev | 911    |

-(USAF)

GRAND FORKS AFB (KRDR)

|  |        |  |
|--|--------|--|
| RNP APCH-GPS   | ALSF-1 | MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct DUMBE and hold. |
| * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.<br>** Circling E of Rwy 18-36 not authorized. |        |  |

|                |                         |                                 |                         |                          |
|----------------|-------------------------|---------------------------------|-------------------------|--------------------------|
| ATIS<br>273.45 | APP CON★<br>118.1 318.1 | RED RIVER TOWER★<br>124.9 349.0 | GND CON<br>119.15 275.8 | CLNC DEL<br>119.15 360.7 |
|----------------|-------------------------|---------------------------------|-------------------------|--------------------------|



RNAV (GPS) RWY 18

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

GRAND FORKS, NORTH DAKOTA

RNAV (GPS) RWY 36

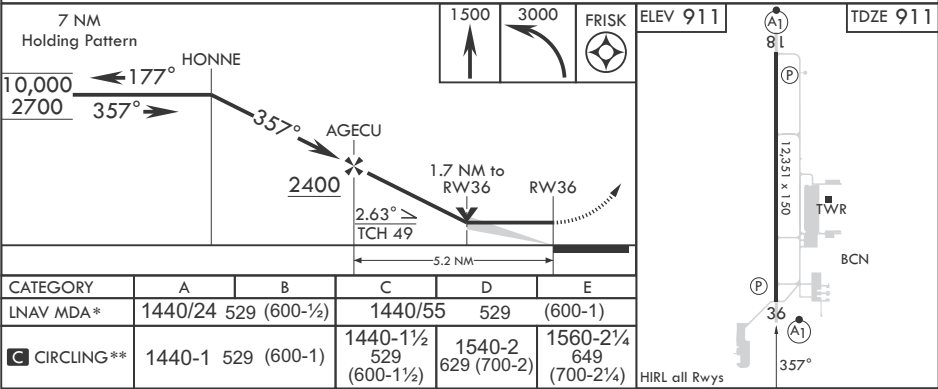
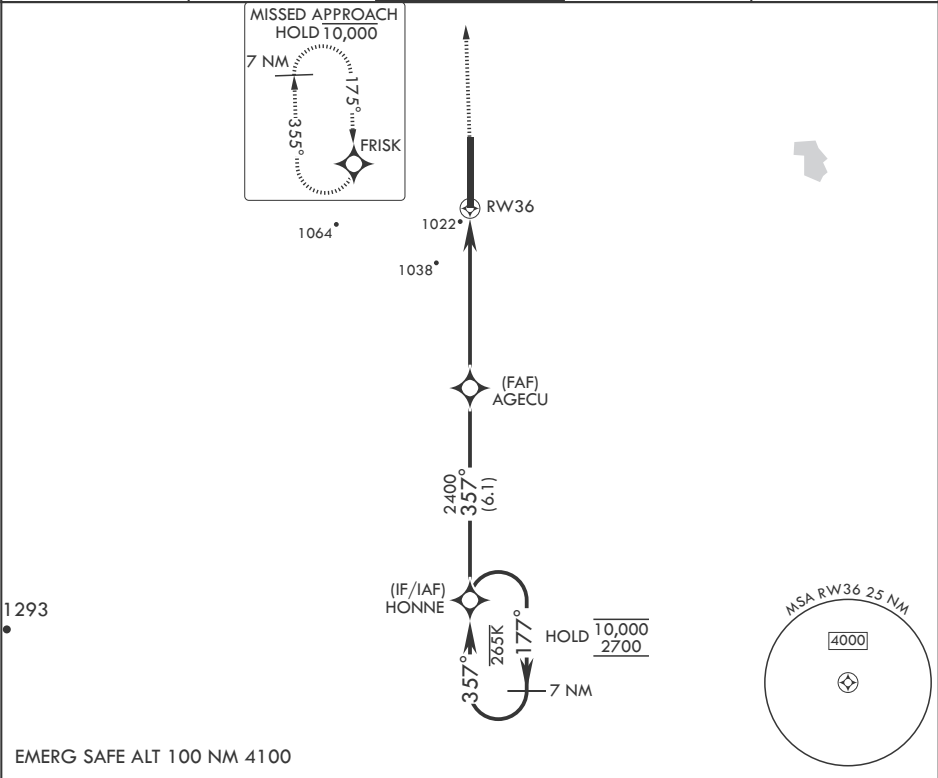
|          |           |        |
|----------|-----------|--------|
| APCH CRS | Rwy Idg   | 12,351 |
| 357°     | TDZE      | 911    |
|          | Arpt Elev | 911    |

- (USAF)

GRAND FORKS AFB (KRDR)

|  |        |   |
|--|--------|---|
| RNP APCH-GPS   | ALSF-1 | MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct FRISK and hold. |
| * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/2 miles. |        |   |
| ** Circling E of Rwy 18-36 not authorized.   |        |   |

|                |                         |                                 |                         |                          |
|----------------|-------------------------|---------------------------------|-------------------------|--------------------------|
| ATIS<br>273.45 | APP CON★<br>118.1 318.1 | RED RIVER TOWER★<br>124.9 349.0 | GND CON<br>119.15 275.8 | CLNC DEL<br>119.15 360.7 |
|----------------|-------------------------|---------------------------------|-------------------------|--------------------------|



GRAND FORKS, NORTH DAKOTA

47°58'N - 97°24'W

GRAND FORKS AFB (KRDR)

Orig 10AUG23

RNAV (GPS) RWY 36

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



TACAN RWY 18

|                       |                  |   |
|-----------------------|------------------|---|
| TACAN RDR<br>Chan 111 | APCH CRS<br>182° | Rwy Idg 12,351<br>TDZE 900<br>Arpt Elev 911 |
|-----------------------|------------------|---|

- (USAF)

GRAND FORKS AFB (KRDR)

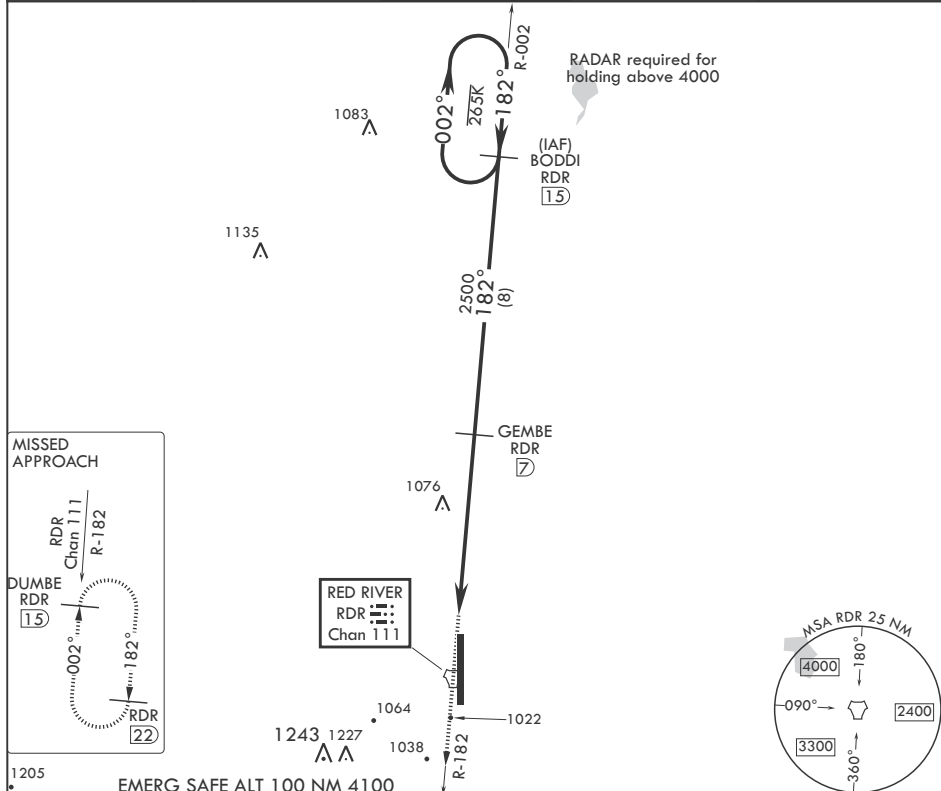
\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.

\*\* Circling E of Rwy 18-36 not authorized.

ALSF-1

**MISSED APPROACH:** Climb to 3000 on RDR TACAN R-182 to DUMBE and hold.

|                |                         |                                 |                         |                          |
|----------------|-------------------------|---------------------------------|-------------------------|--------------------------|
| ATIS<br>273.45 | APP CON★<br>118.1 318.1 | RED RIVER TOWER★<br>124.9 349.0 | GND CON<br>119.15 275.8 | CLNC DEL<br>119.15 360.7 |
|----------------|-------------------------|---------------------------------|-------------------------|--------------------------|



| CATEGORY            | A                     | B                     | C                       | D                     | E                       |
|---------------------|-----------------------|-----------------------|-------------------------|-----------------------|-------------------------|
| S-18*               | 1340/24               | 440 (500-½)           | 1340/40                 | 440                   | (500-¾)                 |
| <b>C</b> CIRCLING** | 1340-1<br>429 (500-1) | 1380-1<br>469 (500-1) | 1380-1½<br>469 (500-1½) | 1540-2<br>629 (700-2) | 1560-2¼<br>649 (700-2¼) |

HIRL all Rwys

GRAND FORKS, NORTH DAKOTA

47°58'N - 97°24'W

GRAND FORKS AFB (KRDR)

Orig 10AUG23

# TACAN RWY 18

GRAND FORKS, NORTH DAKOTA

TACAN RWY 36

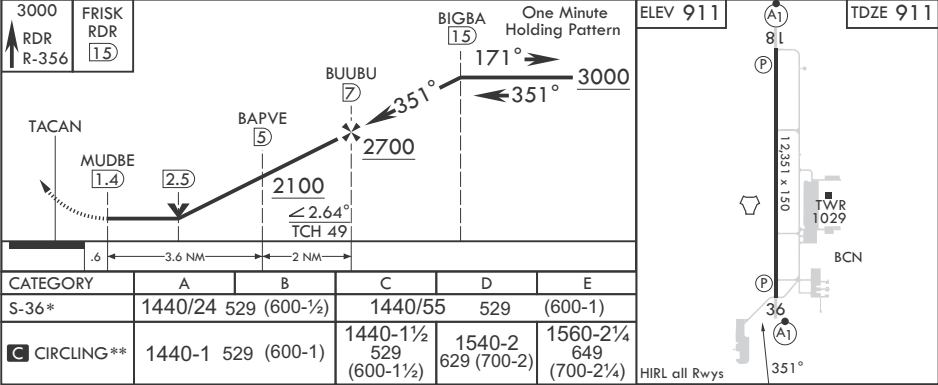
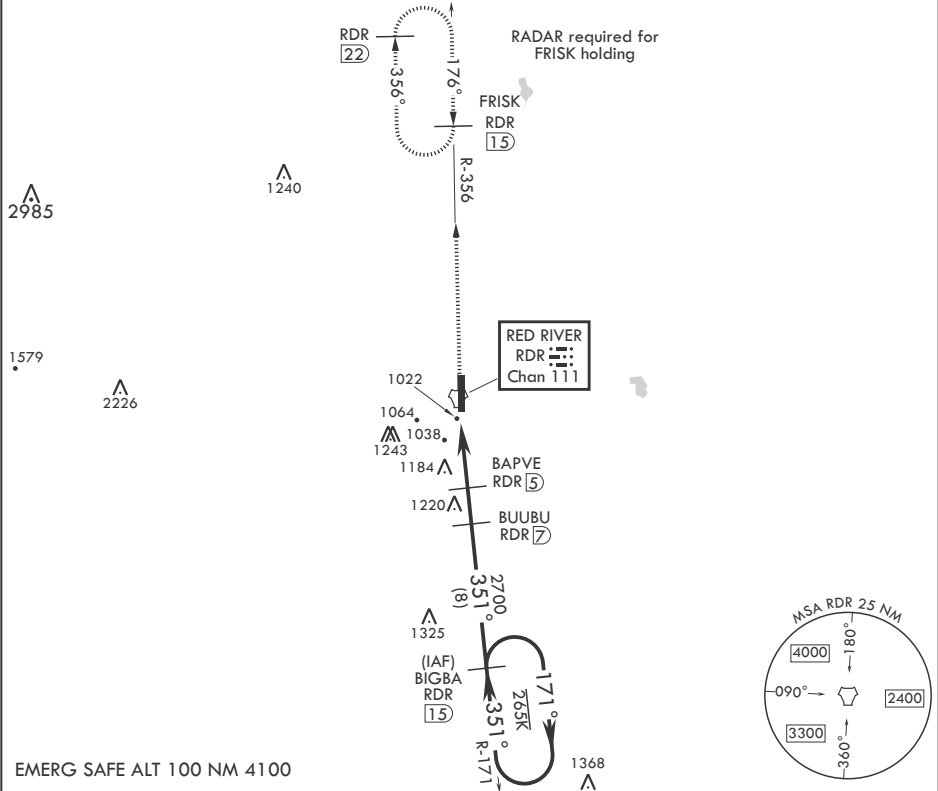
|                       |                  |                               |                      |
|-----------------------|------------------|-------------------------------|----------------------|
| TACAN RDR<br>Chan 111 | APCH CRS<br>351° | Rwy ldg<br>TDZE<br>Arprt Elev | 12,351<br>911<br>911 |
|-----------------------|------------------|-------------------------------|----------------------|

-(USAF)

GRAND FORKS AFB (KRDR)

|  |   |  |
|--|---|--|
| * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 1/2 miles.<br>** Circling E of Rwy 18-36 not authorized. | ALSF-1<br> | MISSED APPROACH: Climb to 3000 on RDR TACAN R-356 to FRISK and hold. |
|--|---|--|

|                |                         |                                 |                         |                          |
|----------------|-------------------------|---------------------------------|-------------------------|--------------------------|
| ATIS<br>273.45 | APP CON★<br>118.1 318.1 | RED RIVER TOWER★<br>124.9 349.0 | GND CON<br>119.15 275.8 | CLNC DEL<br>119.15 360.7 |
|----------------|-------------------------|---------------------------------|-------------------------|--------------------------|



GRAND FORKS, NORTH DAKOTA

47°58'N - 97°24'W

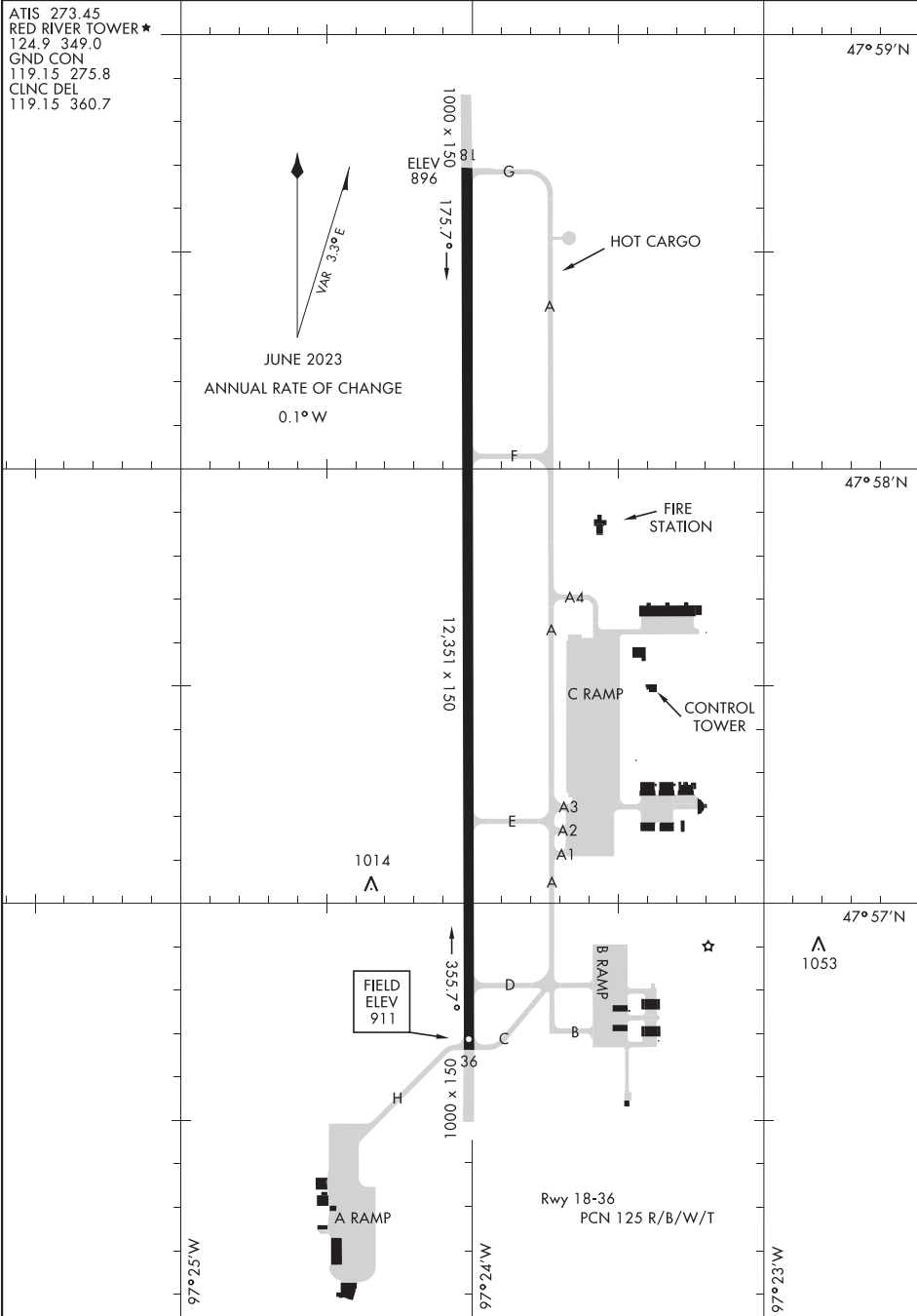
GRAND FORKS AFB (KRDR)

Orig 10AUG23

TACAN RWY 36

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

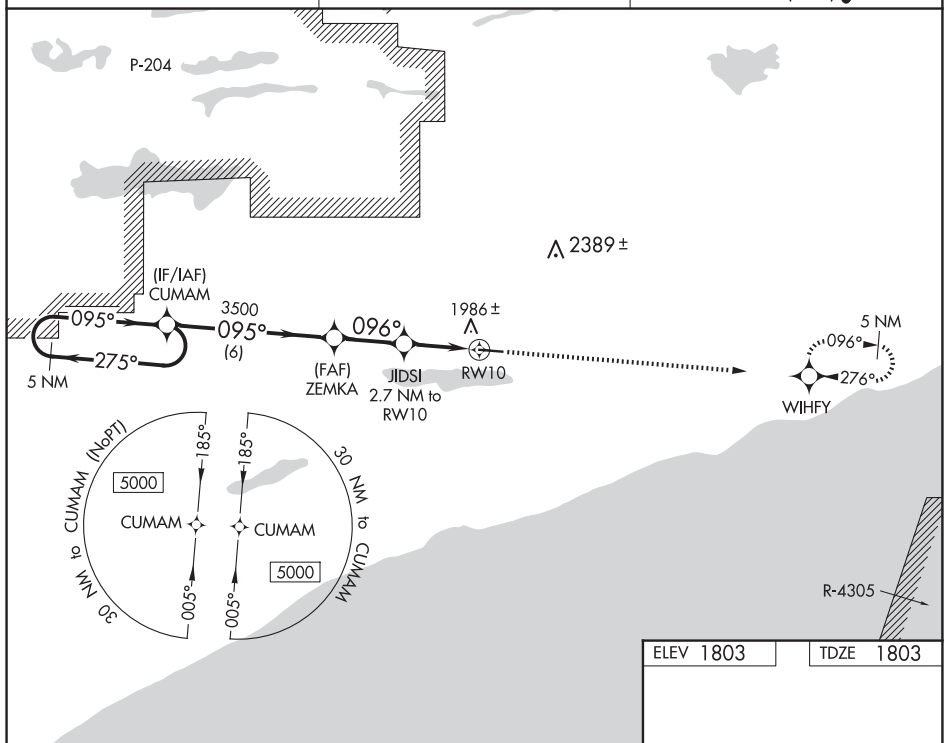
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>45920</b><br><b>W10A</b> | APP CRS<br><b>096°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5002</b><br><b>1803</b><br><b>1803</b> |
|--|------------------------|-----------------------------|---|

MISSED APPROACH: Climb to 7000 direct  
WHPY and hold, continue climb-in-hold to 7000.

**T** Rwy 10 helicopter visibility reduction below 1 SM NA.  
**A** Procedure NA at night.

AWOS-3  
119.925

MINNEAPOLIS CENTER  
127.9 281.45

UNICOM  
122.8 (CTAF) **L**

ELEV 1803

|      |      |
|------|------|
| TDZE | 1803 |
|------|------|

VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 41).

7000

WIHFY

096° to

The diagram shows a horizontal beam of length 10 units, with a distributed load of 5002 X 100 acting downwards. A point load of 28 is applied at the right end. The beam is supported by a pin support at the left end and a roller support at the right end. A star symbol is located below the beam, indicating a point of interest.

| CATEGORY   | A      | B           | C   | D  |
|------------|--------|-------------|---|--|
| LP MDA     | 2200-1 | 397 (400-1) | 2200-1 $\frac{1}{8}$                              | 397 (400- $\frac{1}{8}$ )                          |
| LNAV MDA   | 2240-1 | 437 (500-1) | 2240-1 $\frac{1}{4}$                              | 437 (500- $\frac{1}{4}$ )                          |
| C CIRCLING | 2300-1 | 497 (500-1) | 2380-1 $\frac{1}{2}$<br>577 (600- $\frac{1}{2}$ ) | 2640-2 $\frac{3}{4}$<br>837 (900-2 $\frac{3}{4}$ ) |

MIRL Rwy 10-28 **L**  
REIL Rwy 10 and 28 **L**

47°50'N-90°23'W

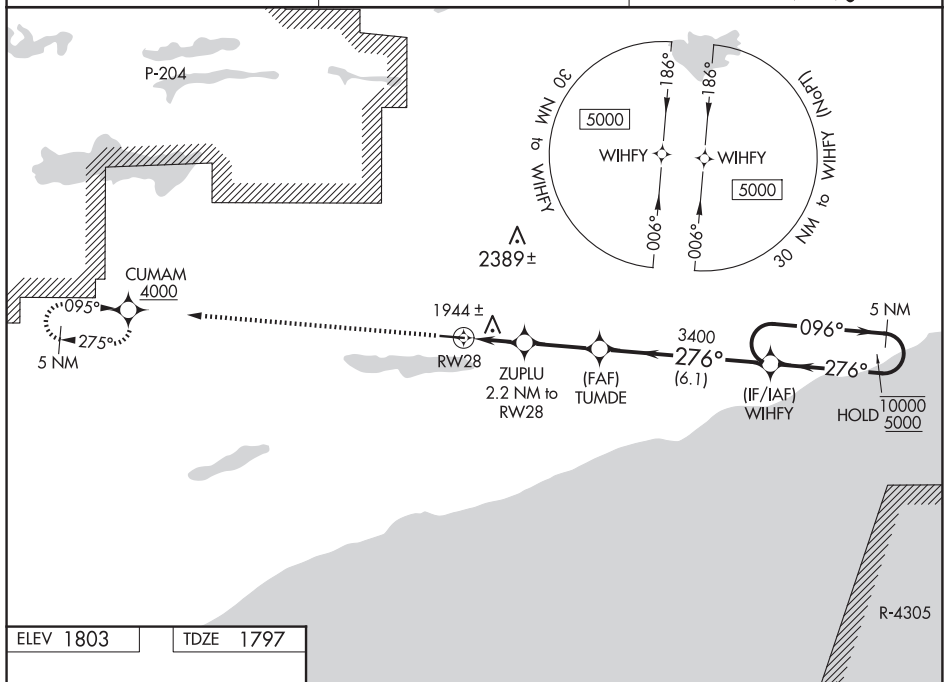
# GRAND MARAIS/COOK COUNTY (CKC) RNAV (GPS) RWY 10

# RNAV (GPS) RWY 28

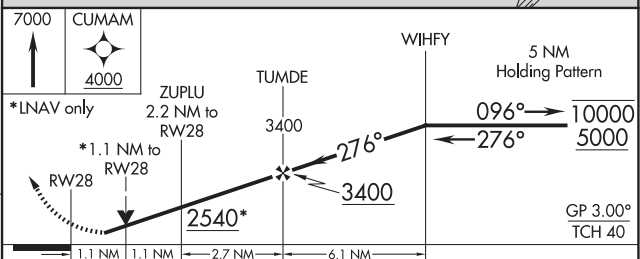
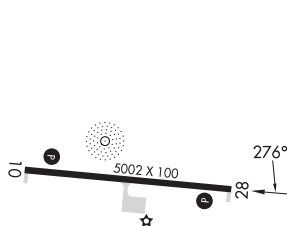
## GRAND MARAIS/COOK COUNTY (CKC)


**T** Circling Rwy 10 NA at night. Rwy 28 helicopter visibility reduction  
**A** below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems,  
LNAV/VNAV NA below -18°C or above 54°C.

**MISSED APPROACH:** Climb to 7000 direct CUMAM, cross CUMAM at or above 4000 and hold, continue climb-in-hold to 7000.

UNICOM  
122.8 (CTAF) 

TDZE 1797



| CATEGORY   |     | A                    | B                       | C                       | D |
|--|-----|----------------------|-------------------------|-------------------------|---|
| LPV  | DA  | 2047-1 250 (300-1)   |                         |                         |   |
| LNAV/<br>VNAV  | DA  | 2219-1¼ 422 (500-1¼) |                         |                         |   |
| LNAV   | MDA | 2200-1 403 (400-1)   | 2200-1⅝ 403 (400-1⅝)    |                         |   |
|  CIRCLING |     | 2300-1 497 (500-1)   | 2380-1½<br>577 (600-1½) | 2640-2¾<br>837 (900-2¾) |   |

GRAND RAPIDS, MINNESOTA

AL-5258 (FAA)

23222

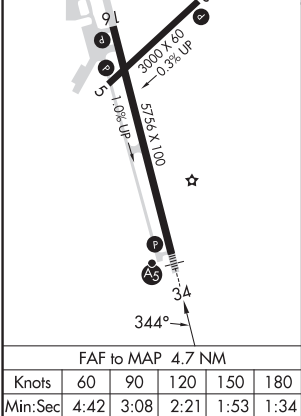
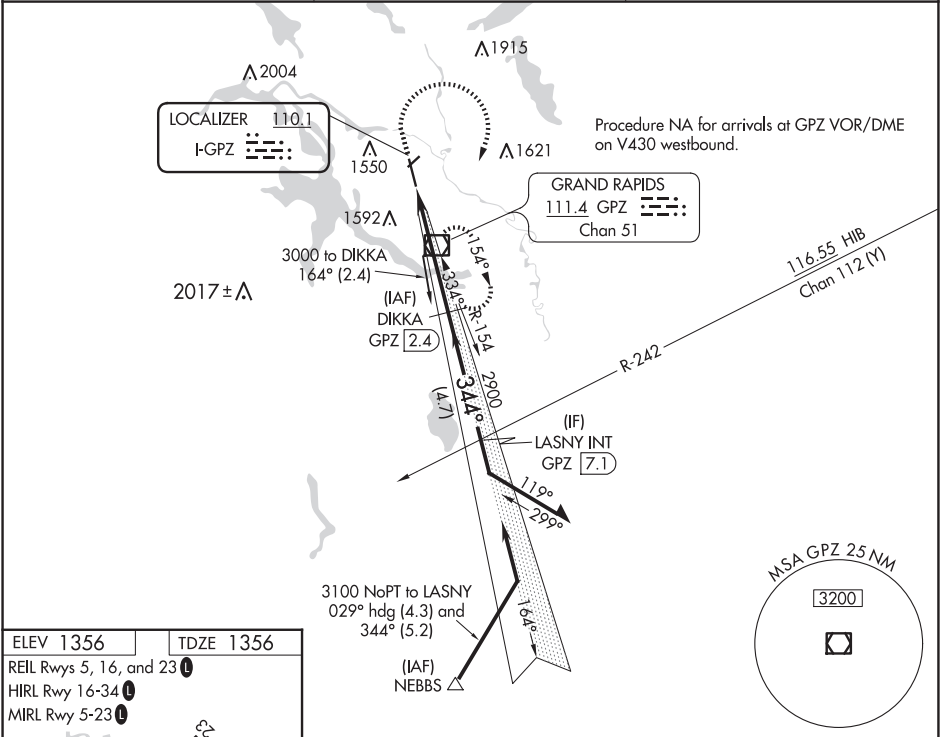
|                           |                        |  |
|---------------------------|------------------------|--|
| LOC I-GPZ<br><b>110.1</b> | APP CRS<br><b>344°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>5756</b><br><b>1356</b><br><b>1356</b> |
|---------------------------|------------------------|--|





ILS or LOC RWY 34

GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FLD (GPZ)

|  |  |       |   |
|--|--|-------|---|
| DME required for LOC only.   |  | MALSR | MISSED APPROACH: Climb to 3100 then right turn direct GPZ VOR/DME and hold. |
| Circling to Rwy 5, 23 NA at night.<br>Circling NA for Cat D east of Rwy 16-34. |  |       |   |

|                            |   |                               |
|----------------------------|---|-------------------------------|
| AWOS-3PT<br><b>118.425</b> | MINNEAPOLIS CENTER<br><b>127.9 281.45</b> | UNICOM<br><b>122.8</b> (CTAF) |
|----------------------------|---|-------------------------------|



|  |                    |  |   |                  |                      |                     |                    |
|--|--------------------|--|---|------------------|----------------------|---------------------|--------------------|
| 3100<br>↑  |                    | GPZ<br> |   | DIKKA<br>GPZ 2.4 |                      | Remain within 10 NM |                    |
|           |                    | GPZ VOR/DME  |   | 2900             |                      | 164°                |                    |
| GPZ 2.4  |                    | GPZ 1.1  |   | 2900             |                      | 344°                |                    |
|           |                    | ↓  |   | 2900             |                      | GS 3.00°<br>TCH 53  |                    |
| 1.2  |                    | 3.5 NM   |   |                  |                      |                     |                    |
| CATEGORY   | A                  |  | B |                  | C                    |                     | D                  |
| S-ILS 34   | 1556-½ 200 (200-½) |  |   |                  |                      |                     |                    |
| S-LOC 34   | 1800-½ 444 (500-½) |  |   |                  | 1800-⅞ 444 (500-⅞)   |                     |                    |
|  CIRCLING | 1900-1 544 (600-1) |  |   |                  | 1900-1½ 544 (600-1½) |                     | 1960-2 604 (700-2) |

GRAND RAPIDS, MINNESOTA  
Amdt 3 22APR21

GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FLD (GPZ)  
47°13'N-93°31'W  
ILS or LOC RWY 34

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5756 |
| 164°    | TDZE     | 1327 |
|         | Apt Elev | 1356 |

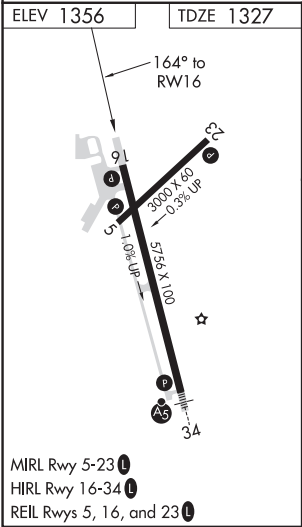
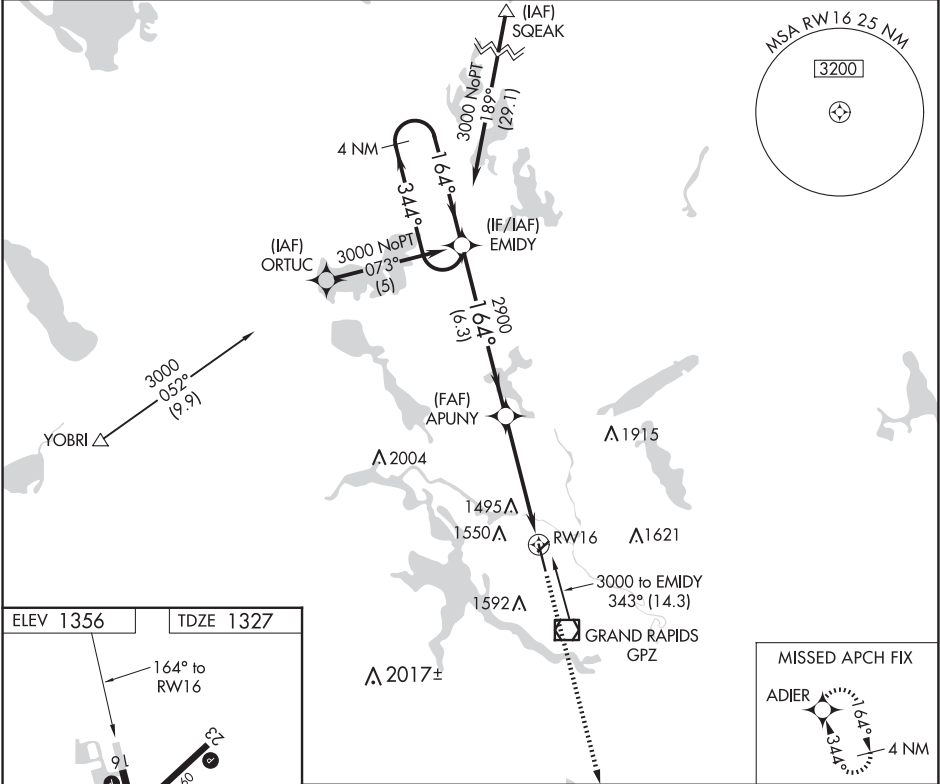
RNAV (GPS) RWY 16  
GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FLD (GPZ)

RNP APCH.

⚠ Circling Rwy 5 NA at night. Circling NA for Cat D east of Rwy 16-34.  
⚠ When local altimeter setting not received, use Hibbing altimeter setting and increase all MDAs 80 feet, increase LNAV Cat C visibility 1/8 SM and Circling Cats C/D visibility 1/4 SM.

MISSED APPROACH: Climb to 2900 direct ADIER and hold.

|                     |                                    |                          |
|---------------------|------------------------------------|--------------------------|
| AWOS-3PT<br>118.425 | MINNEAPOLIS CENTER<br>127.9 281.45 | UNICOM<br>122.8 (CTAF) 0 |
|---------------------|------------------------------------|--------------------------|



|                      |        |             |                               |                               |
|----------------------|--------|-------------|-------------------------------|-------------------------------|
| 4 NM Holding Pattern |        | EMIDY       | APUNY                         | RW16                          |
| 3000                 |        | 344°        | 164°                          | 2900                          |
|                      |        | 164°        | 3.04° TCH 47'                 |                               |
|                      |        | 6.3 NM      | 4.8 NM                        |                               |
| CATEGORY             | A      | B           | C                             | D                             |
| LNAV MDA             | 1760-1 | 433 (500-1) | 1760-1 1/4<br>433 (500-1 1/4) | 1760-1 1/2<br>433 (500-1 1/2) |
| CIRCLING             | 1900-1 | 544 (600-1) | 1900-1 1/2<br>544 (600-1 1/2) | 2000-2<br>644 (700-2)         |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

GRAND RAPIDS, MINNESOTA

AL-5258 (FAA)

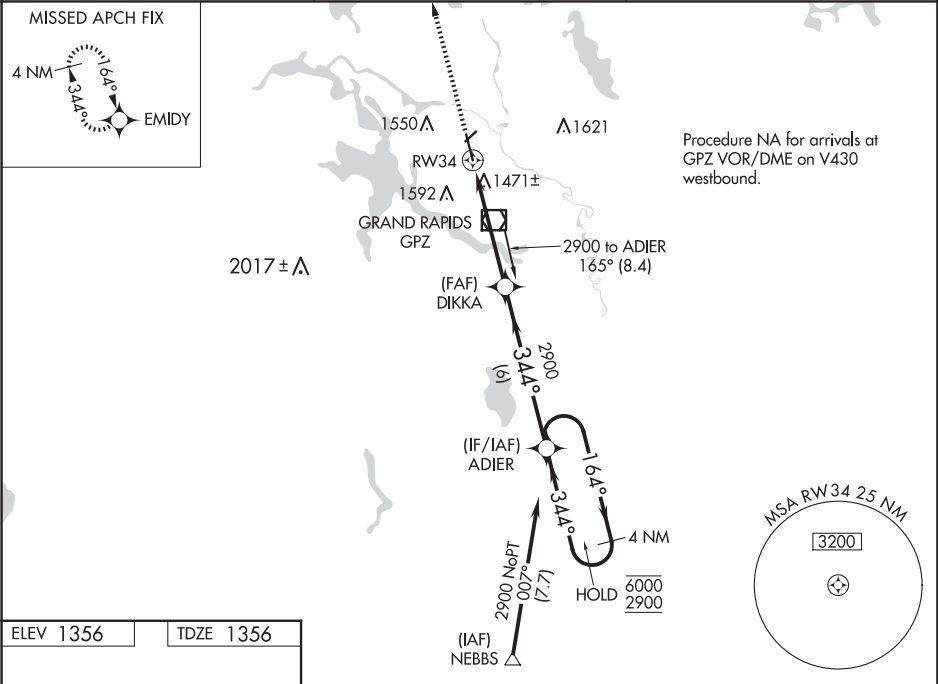
21168

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86412</b><br><b>W34A</b> | APP CRS<br><b>344°</b> | Rwy Idg<br>TDZE <b>1356</b><br>Apt Elev <b>1356</b> |
|--|------------------------|---|

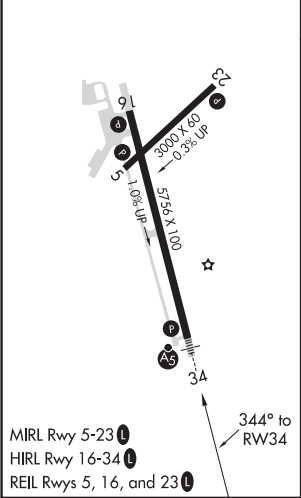
**RNAV (GPS) RWY 34**  
GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FLD (GPZ)

|   |       |  |
|---|-------|--|
| RNP APCH.   | MALSR | MISSED APPROACH: Climb to 3000<br>direct EMIDY and hold. |
| <br>Circling to Rwy 5, 23 NA at night. Circling NA for Cat D east of Rwy 16-34.<br><br>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. |       |  |

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>118.425</b> | MINNEAPOLIS CENTER<br><b>127.9 281.45</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|---|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1356 | TDZE 1356 |
|-----------|-----------|



GRAND RAPIDS, MINNESOTA  
Amdt 1 22APR21

GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FLD (GPZ)  
47°13'N-93°31'W  
**RNAV (GPS) RWY 34**

|                    |          |               |                               |                            |
|--------------------|----------|---------------|-------------------------------|----------------------------|
| 3000               | EMIDY    | DIKKA         | ADIER                         | 4 NM Holding Pattern       |
| 1.2 NM to RW34     | 1.2 NM   | 3.5 NM        | 6 NM                          | 164° → 6000<br>← 344° 2900 |
| GP 3.00°<br>TCH 53 |          |               |                               |                            |
| CATEGORY           | A        | B             | C                             | D                          |
| LPV DA             | 1556-1/2 | 200 (200-1/2) |                               |                            |
| LNAV/VNAV DA       | 1747-5/8 | 391 (400-5/8) |                               |                            |
| LNAV MDA           | 1800-1/2 | 444 (500-1/2) | 1800-7/8                      | 444 (500-7/8)              |
| CIRCLING           | 1900-1   | 544 (600-1)   | 1900-1 1/2<br>544 (600-1 1/2) | 1960-2<br>604 (700-2)      |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



|   |                        |   |
|---|------------------------|---|
| VOR/DME GPZ<br><b>111.4</b><br>Chan <b>51</b> | APP CRS<br><b>334°</b> | Rwy Idg <b>5756</b><br>TDZE <b>1356</b><br>Apt Elev <b>1356</b> |
|---|------------------------|---|

VOR RWY 34  
NEWSTROM FLD (GPZ)

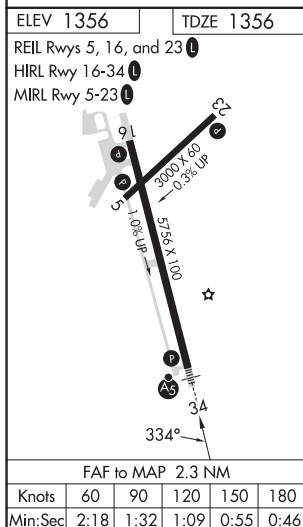
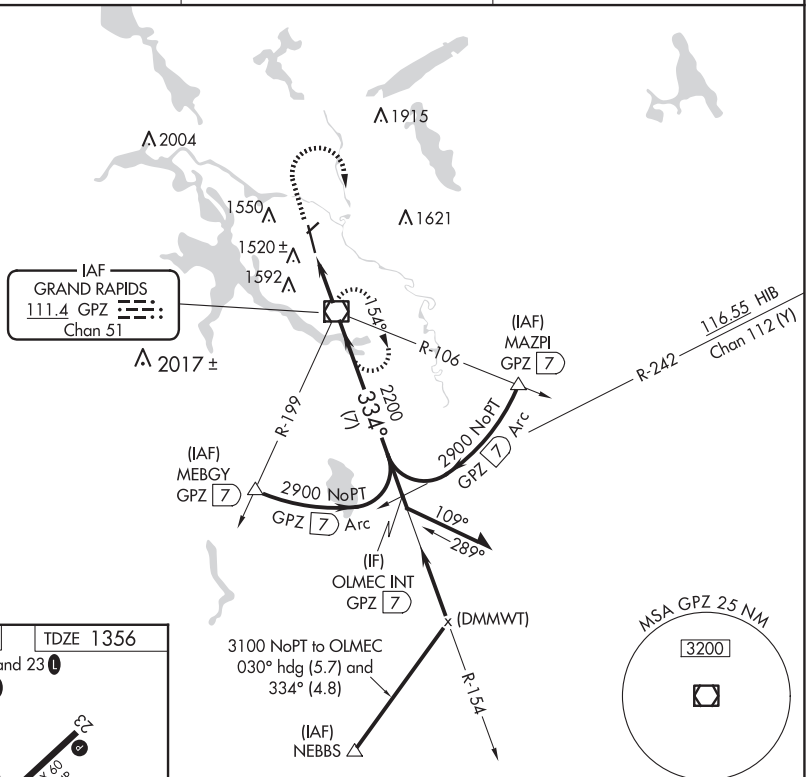
GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FLD (GPZ)

**A** Circling NA for Cat D east of Rwy 16-34. When local altimeter setting not received, use Hibbing altimeter setting and increase all MDAs 80 feet, increase S-34 Cat C visibility  $\frac{1}{8}$  SM and Circling Cats C/D visibility  $\frac{1}{4}$  SM.

MALSR

**MISSED APPROACH:** Climb to 3100 then right turn direct GPZ VOR/DME and hold.

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>118.425</b> | MINNEAPOLIS CENTER<br><b>127.9 281.45</b> | UNICOM<br><b>122.8 (CTAF) ①</b> |
|----------------------------|---|---------------------------------|



The diagram shows a circling approach to runway 30. The aircraft starts at 3100 feet, turns right, and descends to 2200 feet. A GPZ (Ground Proximity Zone) is indicated by a square symbol. The approach path is defined by a VOR/DME station at 3100 feet and a TCH (Threshold Crossing Height) of 49 feet. The angle between the approach path and the horizontal is 3.29°. The distance from the VOR/DME station to the threshold is 1.3 NM, and the distance from the threshold to the runway end is 1 NM. The final approach segment is 334° long, ending at 3000 feet. A note indicates "Remain within 10 NM".

| CATEGORY          | A                  | B | C                         | D                     |
|-------------------|--------------------|---|---------------------------|-----------------------|
| S-34              | 1800-½ 444 (500-½) |   | 1800-7/8<br>444 (500-7/8) | 1800-1<br>444 (500-1) |
| <b>C</b> CIRCLING | 1900-1 544 (600-1) |   | 1900-1½<br>544 (600-1½)   | 2000-2<br>644 (700-2) |

GRANITE FALLS, MINNESOTA

AL-9306 (FAA)

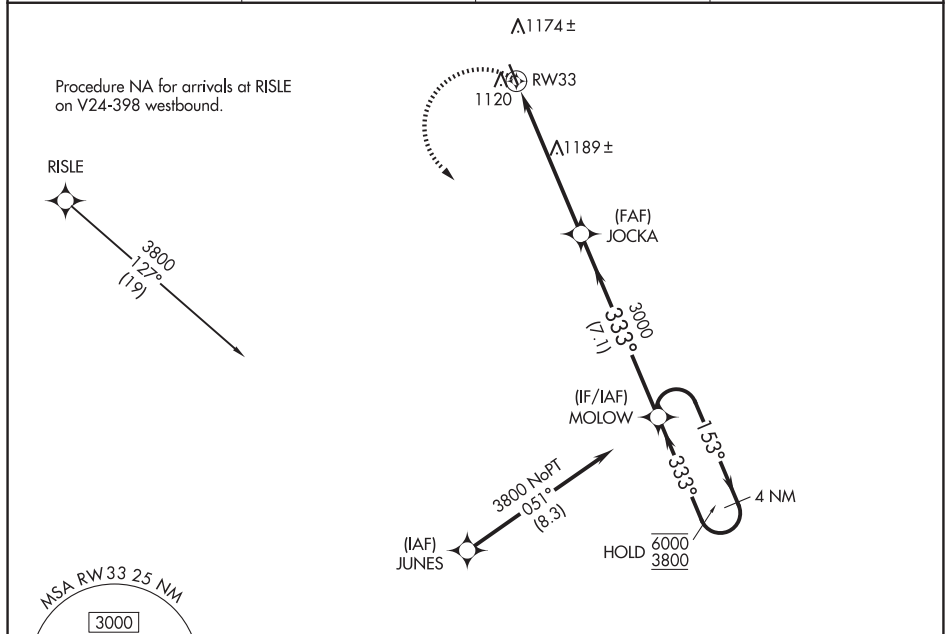
22363

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3715 |
| 333°    | TDZE     | 1046 |
|         | Apt Elev | 1048 |

# RNAV (GPS) RWY 33

GRANITE FALLS MUNI/LENZEN-ROE-FAGEN MEML FLD (GDB)

|   |                                   |   |                          |
|---|-----------------------------------|---|--------------------------|
| RNP APCH.   |                                   | MISSED APPROACH: Climbing left turn to 3800 direct to MOLOW and hold. |                          |
| Rwy 33 helicopter visibility reduction below ¾ SM NA. |                                   |   |                          |
| AWOS-3<br>120.1                                       | MINNEAPOLIS CENTER<br>127.1 290.2 | GCO<br>121.725  | UNICOM<br>122.8 (CTAF) 0 |



3800 MOLOW

1.3 NM to RW33

3.05° TCH 40°

JOCKA

MOLOW

4 NM Holding Pattern

153° → 6000

← 333° 3800

333°

1.3 4.6 NM 7.1 NM

| CATEGORY | A                     | B                     | C                       | D                       |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| LNAV MDA | 1480-1                | 434 (500-1)           | 1480-1¼<br>434 (500-1¼) | 1480-1½<br>434 (500-1½) |
| CIRCLING | 1540-1<br>492 (500-1) | 1580-1<br>532 (600-1) | 1580-1½<br>532 (600-1½) | 1700-2<br>652 (700-2)   |

ELEV 1048 TDZE 1046

333°

4.357 x 75°

333°

REIL Rwy 15 and 33

MIRL Rwy 15-33

GRANITE FALLS, MINNESOTA  
Orig-B 24MAR22

GRANITE FALLS MUNI/LENZEN-ROE-FAGEN MEML FLD (GDB)  
44°45'N-95°33'W

# RNAV (GPS) RWY 33

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|              |             |                      |
|--------------|-------------|----------------------|
| VOR/DME MVE  | APP CRS     | Rwy Idg              |
| <b>111.6</b> | <b>328°</b> | <b>3715</b>          |
| Chan 53      |             | TDZE <b>1045</b>     |
|              |             | Apt Elev <b>1048</b> |

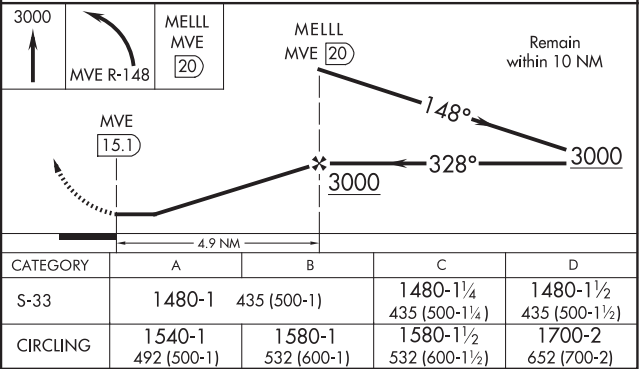
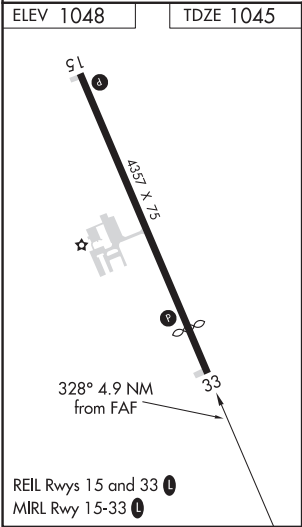
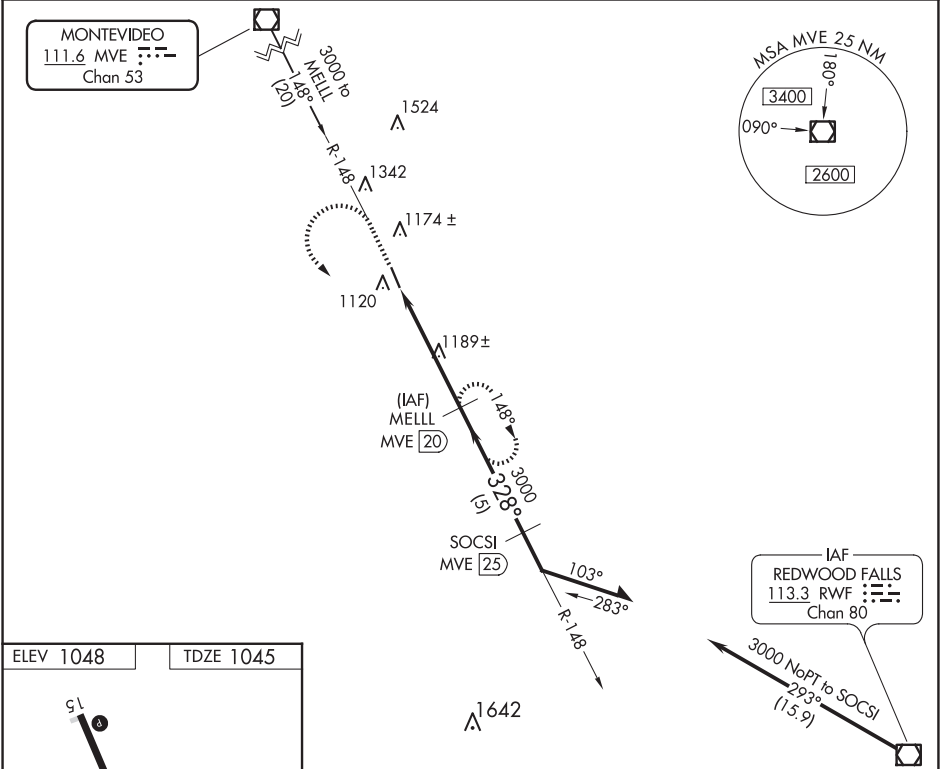
VOR/DME RWY 33

GRANITE FALLS MUNI/LENZEN-ROE-FAGEN MEML FLD (GDB)

**⚠** When local altimeter setting not received, use Montevideo altimeter setting and increase all MDAs 40 feet, increase S-33 visibility Cat C ½ SM. Rwy 33 helicopter visibility below ¾ SM NA.

MISSED APPROACH: Climb to 3000, then left turn via R-148 to MELL/MVE 20 DME and hold.

|                        |  |                       |                               |
|------------------------|--|-----------------------|-------------------------------|
| AWOS-3<br><b>120.1</b> | MINNEAPOLIS CENTER<br><b>127.1 290.2</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|------------------------|--|-----------------------|-------------------------------|



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

GREGORY, SOUTH DAKOTA

AL-9034 (FAA)

24305

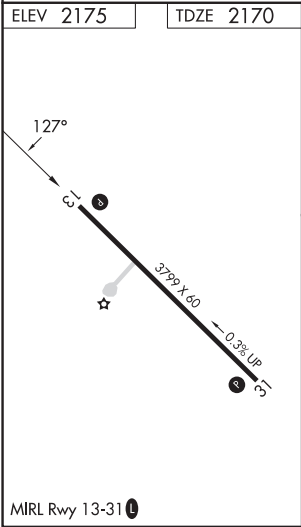
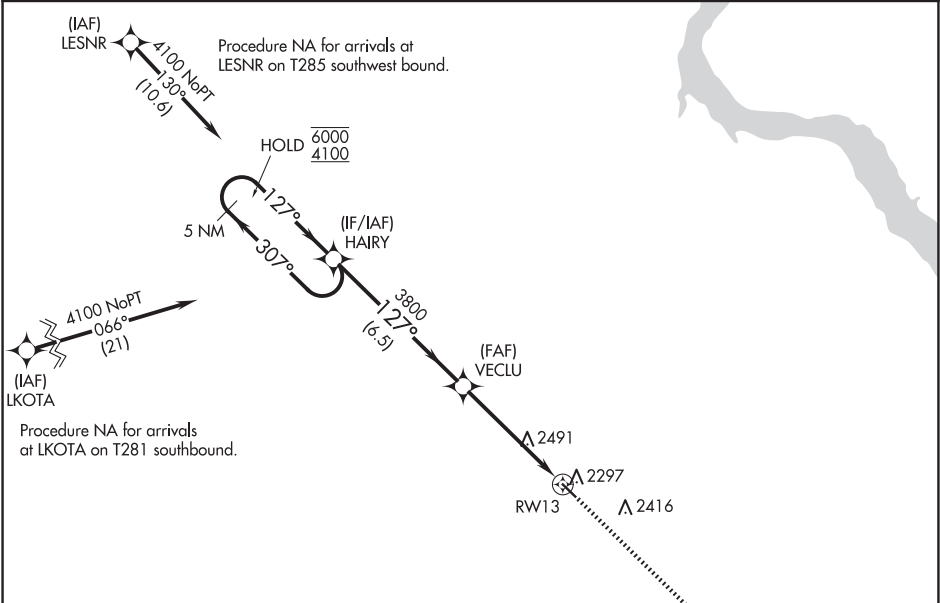
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3799 |
| 127°    | TDZE     | 2170 |
|         | Apt Elev | 2175 |

RNAV (GPS) RWY 13

GREGORY MUNI/FLYNN FLD (9D1)

|           |   |   |
|-----------|---|---|
| RNP APCH. | <div><div><div>▼</div><div>NA</div></div><div>Rwy 13 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. Use Winner altimeter setting; when not received, use Ainsworth altimeter setting and increase all MDA 100 feet; increase LNAV Cat B visibility <math>\frac{1}{4}</math> SM and Cat C visibility <math>\frac{1}{8}</math> SM.</div></div> | MISSED APPROACH: Climb to 4000 direct ZAMSU and hold. |
|-----------|---|---|

|                     |                                   |                |                           |
|---------------------|-----------------------------------|----------------|---------------------------|
| ICR ASOS<br>126.775 | MINNEAPOLIS CENTER<br>125.1 269.1 | GCO<br>121.725 | AUNICOM<br>122.8 (CTAF) 0 |
|---------------------|-----------------------------------|----------------|---------------------------|



|   |   |
|---|---|
| ELEV 2175   | TDZE 2170   |
| MSA RW13 2.5 NM<br>3900   |   |
| ZAMSU 2416  |   |
| 5 NM Holding Pattern  |   |
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 31). |   |
| HAIRY   |   |
| VECLU   |   |
| RW13  |   |
| 3800  |   |
| 3.00° TCH 40  |   |
| 6.5 NM  |   |
| 5 NM  |   |
| CATEGORY  | A B C D   |
| LNAV MDA  | 2820-1 650 (700-1) 2820-1 $\frac{7}{8}$ 650 (700-1 $\frac{7}{8}$ ) NA |

GREGORY, SOUTH DAKOTA  
Orig-D 05NOV20

43°13'N-99°24'W

GREGORY MUNI/FLYNN FLD (9D1)  
RNAV (GPS) RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **77630**  
**W31A**

APP CRS  
**308°**

Rwy Idg  
TDZE **2169**  
Apt Elev **2175**

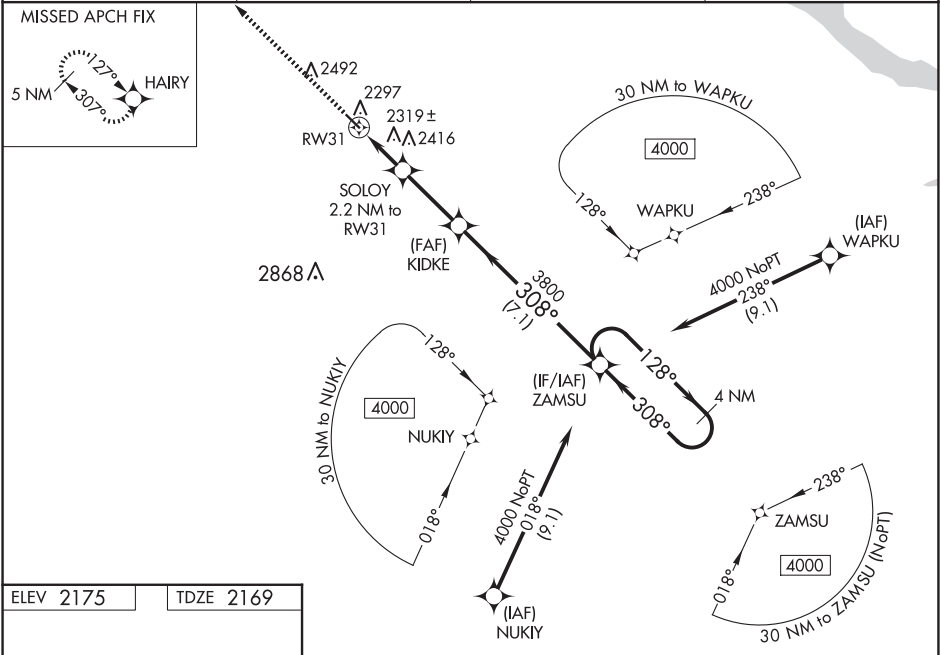
**RNAV (GPS) RWY 31**

GREGORY MUNI/FLYNN FLD (9D1)

NA Helicopter visibility reduction below 1 SM NA. When VGSI inoperative, Circling Rwy 13 NA at night. Baro-VNAV NA. When VGSI inoperative, Straight-in/Circling Rwy 31 procedure NA at night. DME/DME RNP-0.3 NA. Use Winner altimeter setting; when not received use Ainsworth altimeter setting and increase all DA 95 feet and all MDA 100 feet and increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ⅓ SM, LNAV Cat C and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 4100 direct HAIRY and hold.

|                            |  |                       |                                  |
|----------------------------|--|-----------------------|----------------------------------|
| ICR ASOS<br><b>126.775</b> | MINNEAPOLIS CENTER<br><b>125.1 269.1</b> | GCO<br><b>121.725</b> | AUNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|-----------------------|----------------------------------|



ELEV 2175

TDZE 2169

4100

HAIRY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).

\*LNAV only.

SOLOY 2.2 NM to RW31

2900\*

2.2 NM

2.8 NM

7.1 NM

4100

HAIRY

4 NM Holding Pattern

128°

308°

3800

GP 3.00° TCH 40

| CATEGORY     | A                    | B                  | C                    | D  |
|--------------|----------------------|--------------------|----------------------|----|
| LPV DA       | 2489-1⅓ 320 (400-1⅓) |                    |                      | NA |
| LNAV/VNAV DA | 2709-1⅓ 540 (600-1⅓) |                    |                      | NA |
| LNAV MDA     | 2640-1               | 471 (500-1)        | 2640-1⅓ 471 (500-1⅓) | NA |
| CIRCLING     | 2700-1 525 (600-1)   | 2780-1 605 (700-1) | 2880-2 705 (800-2)   | NA |

GWINNER, NORTH DAKOTA

AL-6233 (FAA)

24305

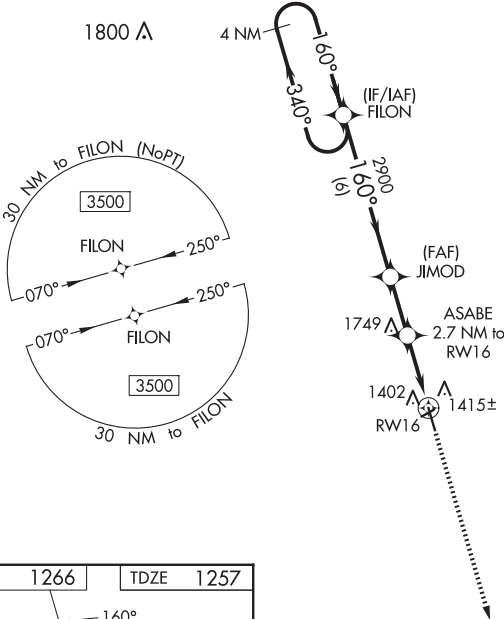
|  |                        |   |   |
|--|------------------------|---|---|
| WAAS<br>CH <b>93936</b><br><b>W16A</b> | APP CRS<br><b>160°</b> | Rwy Idg<br>TDZE <b>1257</b><br>Apt Elev <b>1266</b> | <b>5000</b><br><b>1257</b><br><b>1266</b> |
|--|------------------------|---|---|

**RNAV (GPS) RWY 16**  
GWINNER/ROGER MELROE FLD (GWR)

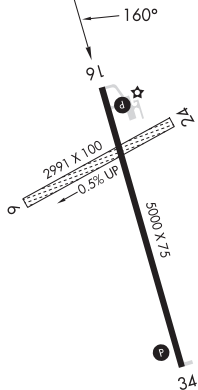
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. Circling NA to Rwy 6 and 24. Baro-VNAV and VDP NA when using Fargo altimeter setting. When local altimeter setting not received, use Fargo altimeter setting: increase LPV DA to 1683 feet and visibility ¾ SM, and LNAV/VNAV DA to 1803 feet and visibility ¾ SM; increase all MDAs 180 feet and visibility LNAV Cat C/D ¾ SM, and Circling Cat C ¾ SM, and Circling Cat D ½ SM.

**MISSED APPROACH:**  
Climb to 3500 direct  
WASWK and hold.

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>118.325</b> | MINNEAPOLIS CENTER<br><b>127.35 278.3</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



|                  |                  |
|------------------|------------------|
| ELEV <b>1266</b> | TDZE <b>1257</b> |
|------------------|------------------|



|  |  |  |  |                    |                        |
|--|--|--|--|--------------------|------------------------|
| 4 NM Holding Pattern FILON                                       |  |  |  | 3500               | WASWK                  |
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25). |  |  |  | 3500               | WASWK                  |
| GP 3.10° TCH 40  |  |  |  | 2900               | ASABE 2.7 NM to RWY 16 |
| 6 NM   |  |  |  | 2.2 NM             | 1.5 NM                 |
| CATEGORY   |  |  |  | A                  | B                      |
| LPV DA   |  |  |  | 1507-1             | 250 (300-1)            |
| LNAV/VNAV DA   |  |  |  | 1627-1¼            | 370 (400-1¼)           |
| LNAV MDA   |  |  |  | 1660-1 403 (400-1) | 1660-1½ 403 (400-1½)   |
| CIRCLING   |  |  |  | 1780-1 514 (600-1) | 1840-1½ 574 (600-1½)   |
|  |  |  |  |                    | 2060-2½ 794 (800-2½)   |

GWINNER, NORTH DAKOTA  
Amdt 4A 09NOV17

46°13'N-97°39'W

**GWINNER/ROGER MELROE FLD (GWR)**  
**RNAV (GPS) RWY 16**

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |   |
|--|------------------------|---|---|
| WAAS<br>CH <b>99317</b><br><b>W34A</b> | APP CRS<br><b>340°</b> | Rwy Idg<br>TDZE <b>1257</b><br>Apt Elev <b>1266</b> | <b>5000</b><br><b>1257</b><br><b>1266</b> |
|--|------------------------|---|---|

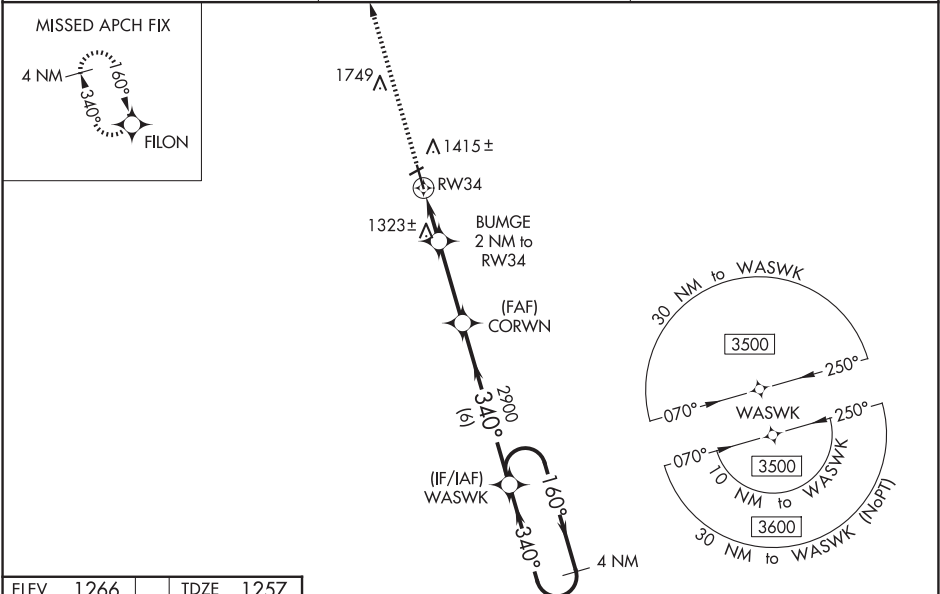
RNAV (GPS) RWY 34

GWINNER/ROGER MELROE FLD (GWR)

Circling NA to Rws 6 and 24. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Fargo altimeter setting: increase all DA to 1683 feet and all visibilities ½ SM; increase all MDAs 180 feet and visibility LNAV Cat C/D ¾ SM, and Circling Cat C ¾ SM, and Circling Cat D ½ SM. Baro-VNAV and VDP NA when using Fargo altimeter setting.

MISSED APPROACH:  
Climb to 3500 direct  
FILON and hold.

|                          |   |                                |
|--------------------------|---|--------------------------------|
| AWOS-3<br><b>118.325</b> | MINNEAPOLIS CENTER<br><b>127.35 278.3</b> | UNICOM<br><b>122.7(CTAF) 1</b> |
|--------------------------|---|--------------------------------|



ELEV 1266 TDZE 1257

3500

FILON

\*LNAV only.

BUMGE  
2 NM to RW34

CORWN  
2900

WASWK  
3500

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 25).

4 NM Holding Pattern

160° → 3500

← 340°

0.9 NM

1.1 NM

3 NM

6 NM

\*1920

2900

2900

GP 3.00°

TCH 40

|               |        |             |                         |                         |
|---------------|--------|-------------|-------------------------|-------------------------|
| CATEGORY      | A      | B           | C                       | D                       |
| LPV DA        |        | 1507-1      | 250 (300-1)             |                         |
| LNAV/ VNAV DA |        | 1507-1      | 250 (300-1)             |                         |
| LNAV MDA      |        | 1580-1      | 323 (400-1)             |                         |
| CIRCLING      | 1780-1 | 514 (600-1) | 1840-1½<br>574 (600-1½) | 2060-2½<br>794 (800-2½) |

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>40333</b><br><b>W13A</b> | APP CRS<br><b>135°</b> | Rwy Idg<br>TDZE <b>820</b><br>Apt Elev <b>820</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13

HALLOCK MUNI (HCO)

RNP APCH-GPS.

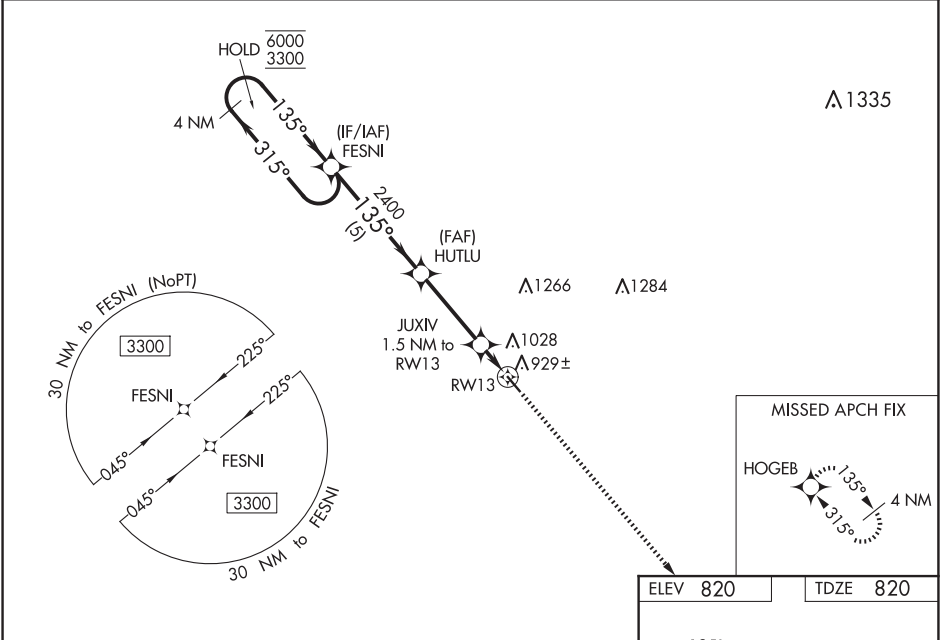
▼

⚠

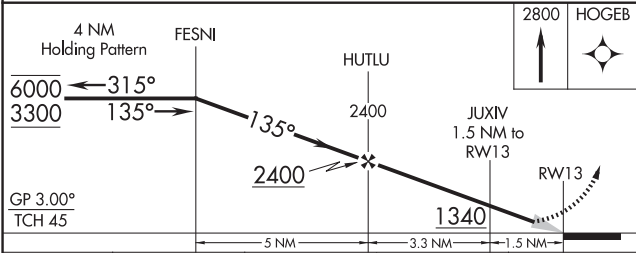
Baro-VNAV NA when using Grafton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Grafton altimeter setting and increase LPV DA to 1082 feet; increase LNAV/VNAV DA to 1161 feet; increase all MDAs 80 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 2800 direct HOGEB and hold.

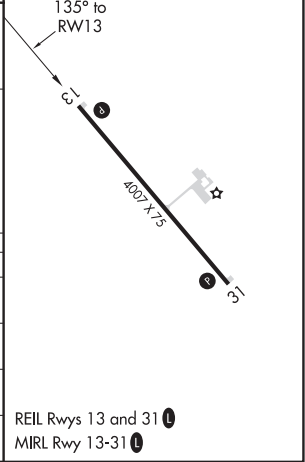
|                          |   |  |
|--------------------------|---|--|
| AWOS-3<br><b>126.475</b> | MINNEAPOLIS CENTER<br><b>132.15 269.6</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b> |
|--------------------------|---|--|



|          |          |
|----------|----------|
| ELEV 820 | TDZE 820 |
|----------|----------|



| CATEGORY          | A      | B           | C                       | D  |
|-------------------|--------|-------------|-------------------------|----|
| LPV DA            | 1020-1 | 200 (200-1) |                         | NA |
| LNAV/ VNAV DA     | 1099-1 | 279 (300-1) |                         | NA |
| LNAV MDA          | 1180-1 | 360 (400-1) |                         | NA |
| <b>C</b> CIRCLING | 1380-1 | 560 (600-1) | 1380-1½<br>560 (600-1½) | NA |





|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>45933</b><br><b>W31A</b> | APP CRS<br><b>315°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4007</b><br><b>820</b><br><b>820</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 31

HALLOCK MUNI (HCO)

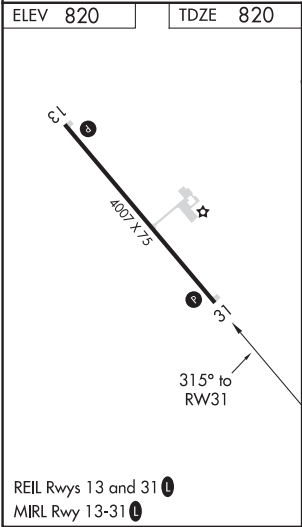
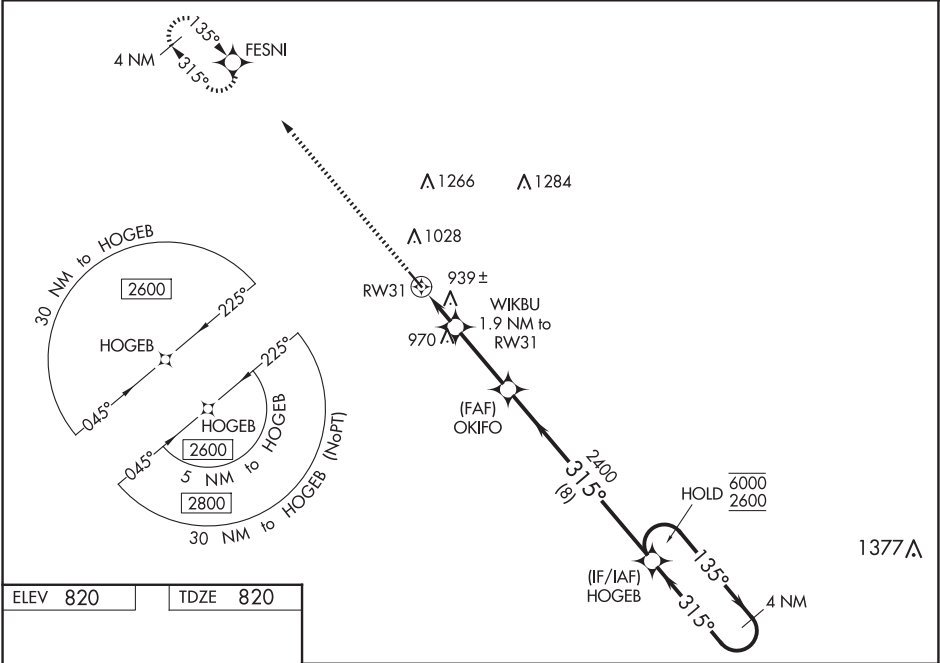
RNP APCH-GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Grafton altimeter setting and increase LPV DA To 1082 feet; increase LNAV/VNAV DA to 1132 feet; increase all MDAs 80 feet and LNAV visibility Cat C ¾ SM, and Circling visibility Cat C ¼ SM. Baro-VNAV and VDP NA when using Grafton altimeter setting.

MISSED APPROACH: Climb to 3300 direct FESNI and hold, continue climb-in-hold to 3300.

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>126.475</b> | MINNEAPOLIS CENTER<br><b>132.15 269.6</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



|              |        |                      |                      |           |                      |
|--------------|--------|----------------------|----------------------|-----------|----------------------|
| 3300         | FESNI  | WIKBU 1.9 NM to RW31 | OKIFO                | HOGEB     | 4 NM Holding Pattern |
| 1.1 NM       | 0.8    | 1.1 NM to RW31       | 2400                 | 135° 315° | 6000 2600            |
| 1460         | 2400   | 8 NM                 | GP 3.00° TCH 40      |           |                      |
| CATEGORY     | A      | B                    | C                    | D         |                      |
| LPV DA       | 1020-1 | 200 (200-1)          |                      | NA        |                      |
| LNAV/VNAV DA | 1070-1 | 250 (300-1)          |                      | NA        |                      |
| LNAV MDA     | 1200-1 | 380 (400-1)          |                      | NA        |                      |
| CIRCLING     | 1380-1 | 560 (600-1)          | 1380-1½ 560 (600-1½) | NA        |                      |

NC-1, 12 JUN 2025 to 07 AUG 2025

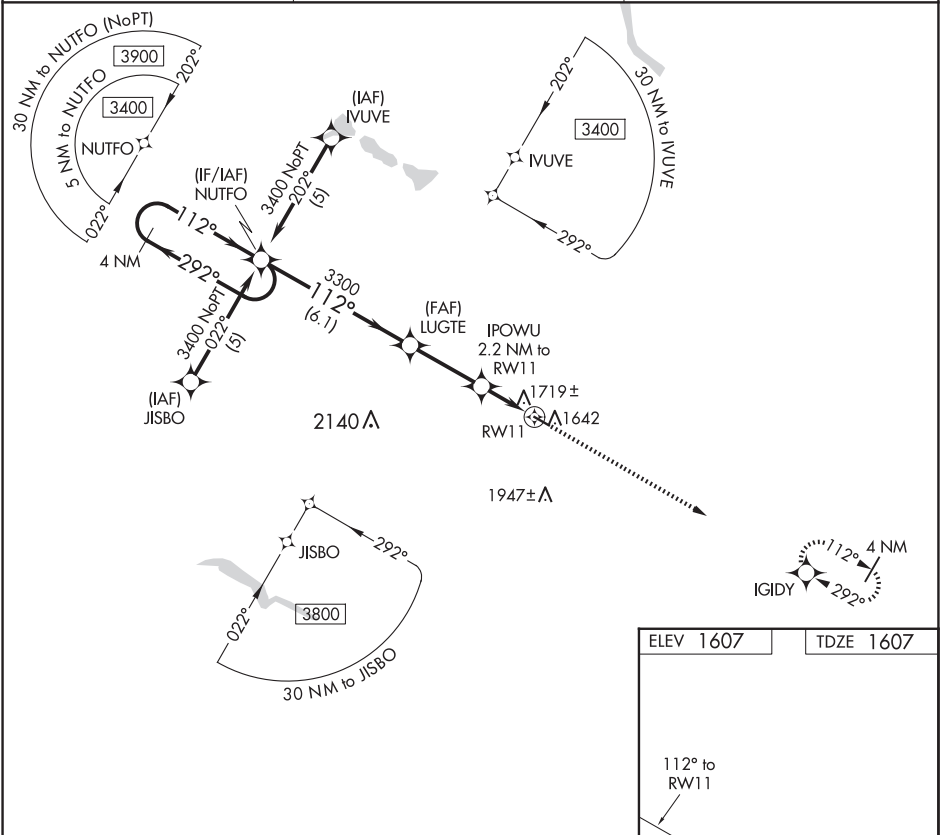
NC-1, 12 JUN 2025 to 07 AUG 2025

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3600 |
| 112°    | TDZE     | 1607 |
|         | Apt Elev | 1607 |

RNAV (GPS) RWY 11  
HARVEY MUNI (5H4)

|           |  |   |
|-----------|--|---|
| RNP APCH. | Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received; use Devil's Lake altimeter setting and increase all MDA 140 feet and LNAV Cat C visibility ½ SM. | MISSED APPROACH: Climb to 3300 direct IGIDY and hold. |
| NA        |  |   |

|                   |                                    |                          |
|-------------------|------------------------------------|--------------------------|
| AWOS-3<br>118.825 | MINNEAPOLIS CENTER<br>135.25 256.7 | UNICOM<br>122.8 (CTAF) 0 |
|-------------------|------------------------------------|--------------------------|



|                            |                    |  |   |                      |       |
|----------------------------|--------------------|--|---|----------------------|-------|
| 4 NM Holding Pattern NUTFO |                    | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 27). |   | 3300                 | IGIDY |
| 3400 ← 292°<br>112° →      |                    | LUGTE  |   | ↑                    | ✧     |
| 112°                       |                    | 3.04° TCH 40   |   | IPOWU 2.2 NM to RW11 |       |
| 3300                       |                    | 2340   |   | RW11                 |       |
| 6.1 NM                     |                    | 2.9 NM   |   | 2.2 NM               |       |
| CATEGORY                   | A                  | B  | C | D                    |       |
| LNAV MDA                   | 1980-1 373 (400-1) |  |   | NA                   |       |

MIRL Rwy 11-29 0

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

APP CRS  
292°

Rwy Idg  
TDZE  
1607

Apt Elev  
1607

RNP APCH.

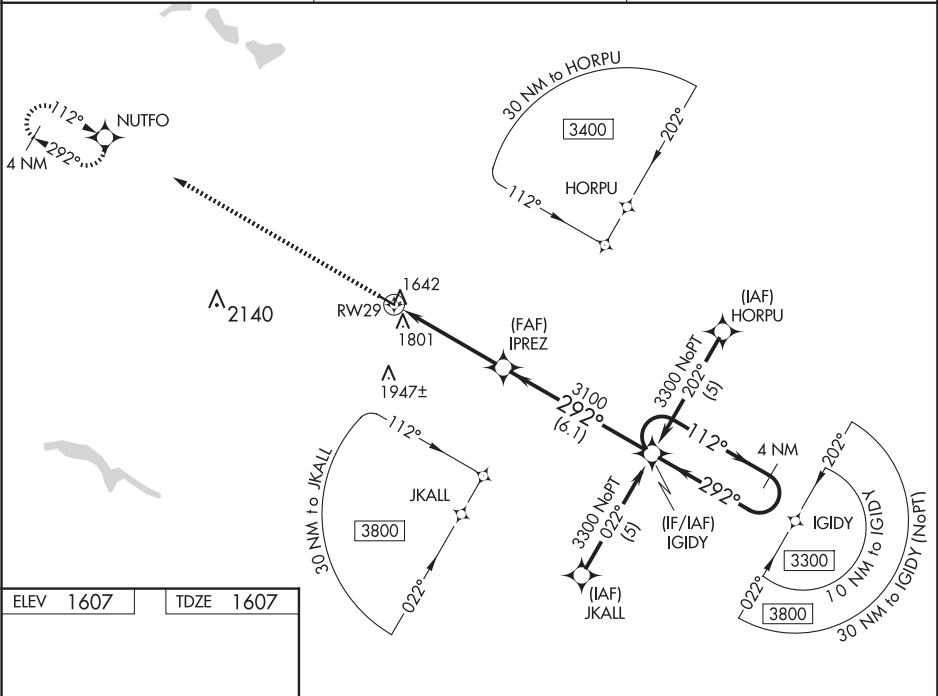
▼

▲ NA

Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Baro-VNAV NA when using Devil's Lake altimeter setting. When local altimeter setting not received, use Devil's Lake altimeter setting: increase LNAV/VNAV DA to 2246 feet and visibility LNAV/VNAV all Cats ½ SM; increase all MDA 140 feet and visibility LNAV and Circling Cat C ½ SM.

MISSED APPROACH:  
Climb to 3400 direct  
NUTFO and hold.

|                   |                                    |                          |
|-------------------|------------------------------------|--------------------------|
| AWOS-3<br>118.825 | MINNEAPOLIS CENTER<br>135.25 256.7 | UNICOM<br>122.8 (CTAF) 0 |
|-------------------|------------------------------------|--------------------------|



ELEV 1607 TDZE 1607

3400

NUTFO

IPREZ

IGIDY

RW29

3100

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 27).

4 NM Holding Pattern

112°→ 3300

← 292°

GP 3.00° TCH 40

|              |                      |             |                      |    |
|--------------|----------------------|-------------|----------------------|----|
| CATEGORY     | A                    | B           | C                    | D  |
| LNAV/VNAV DA | 2119-1¾ 512 (600-1¾) |             |                      | NA |
| LNAV MDA     | 2100-1               | 493 (500-1) | 2100-1¼ 493 (500-1¼) | NA |
| CIRCLING     | 2120-1               | 513 (600-1) | 2300-2 693 (700-2)   | NA |

HAWLEY, MINNESOTA

AL-6923 (FAA)

21364

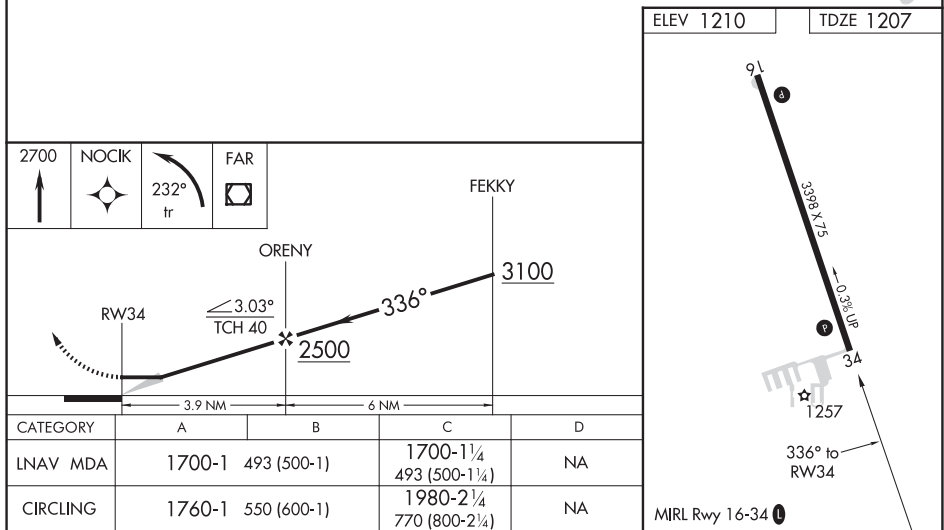
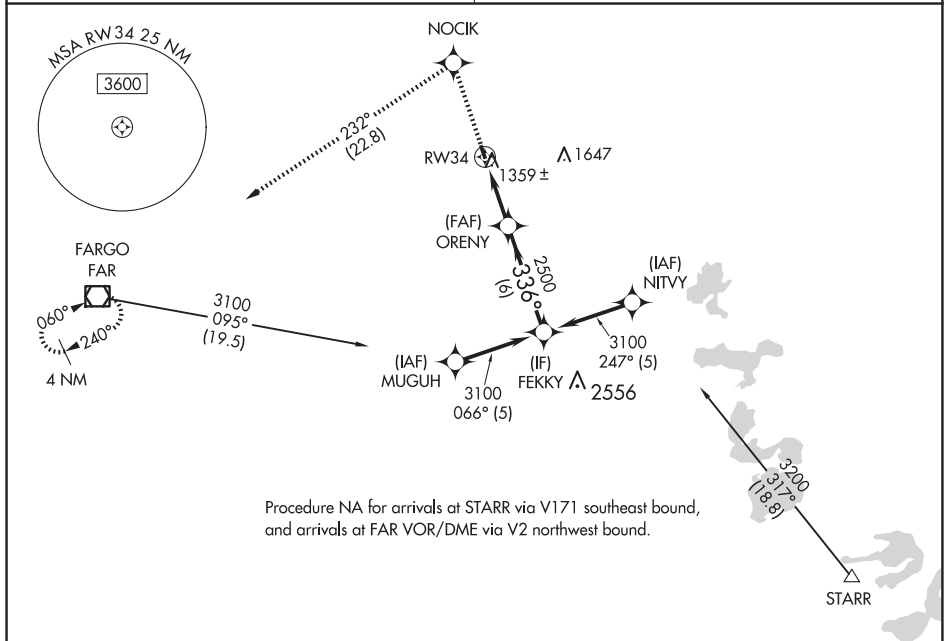
|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>336°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3398</b><br><b>1207</b><br><b>1210</b> |
|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 34

HAWLEY MUNI (Ø4Y)

|           |   |   |
|-----------|---|---|
| <b>NA</b> | DME/DME RNP-0.3 NA.<br>Use Fargo, ND altimeter setting. | MISSED APPROACH: Climb to 2700 direct NOCIK and left turn via 232° track to FAR VOR/DME and hold. |
|-----------|---|---|

|                                      |                               |
|--------------------------------------|-------------------------------|
| FARGO APP CON<br><b>120.4 377.15</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------------------|-------------------------------|



HAWLEY, MINNESOTA  
Orig-B 30DEC21

46°53'N-96°21'W

# RNAV (GPS) RWY 34

HAWLEY MUNI (Ø4Y)

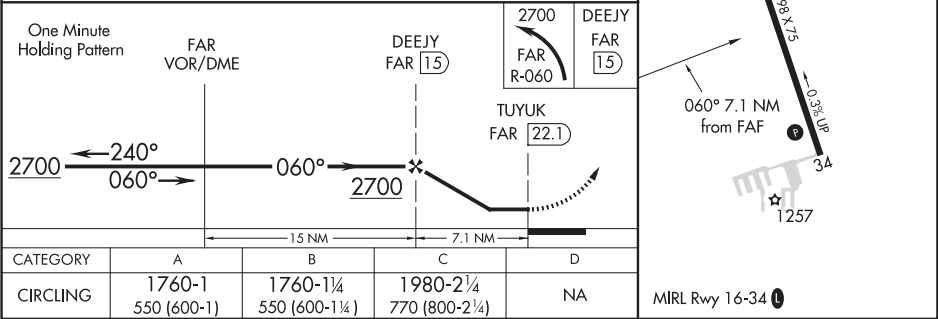
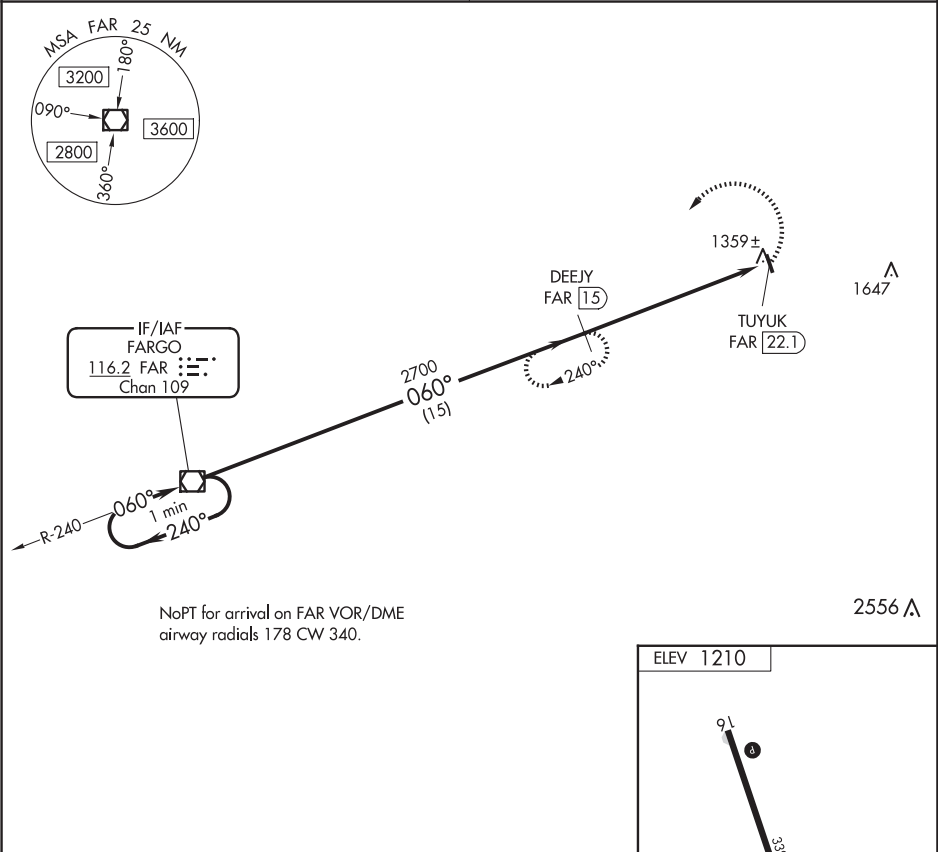
NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |   |
|--|------------------------|---|---|
| VOR/DME FAR<br><b>116.2</b><br>Chan <b>109</b> | APP CRS<br><b>060°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>1210</b> | <b>N/A</b><br><b>N/A</b><br><b>1210</b> |
|--|------------------------|---|---|

VOR/DME-A  
HAWLEY MUNI (04Y)

|   |  |
|---|--|
| <p>▼ Use Fargo, ND altimeter setting.</p> <p>▲ NA</p> | <p>MISSED APPROACH: Climbing left turn to 2700 via FAR VOR/DME R-060 to DEEJY/15 DME and hold.</p> |
| <p>FARGO APP CON<br/><b>120.4 377.15</b></p>          | <p>UNICOM<br/><b>122.8</b> (CTAF) <b>0</b></p>   |



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



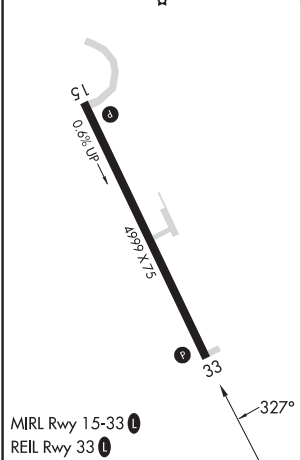
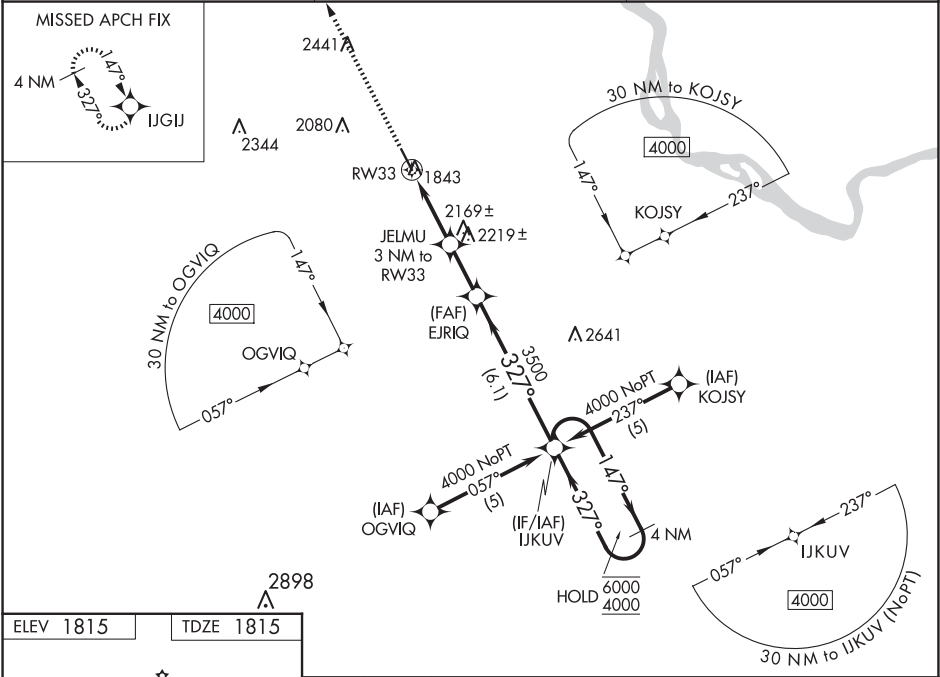
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>53318</b><br><b>W33A</b> | APP CRS<br><b>327°</b> | Rwy Idg <b>4999</b><br>TDZE <b>1815</b><br>Apt Elev <b>1815</b> |
|--|------------------------|---|



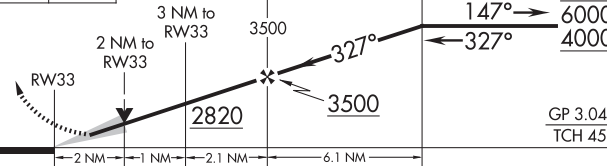

RNAV (GPS) RWY 33

MERCER COUNTY RGNL (HZE)

|  |   |
|--|---|
| RNP APCH - GPS.  | MISSED APPROACH: Climb to 4000 direct IJGIJ and hold. |
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. |   |

|                            |   |   |
|----------------------------|---|---|
| AWOS-3PT<br><b>118.675</b> | MINNEAPOLIS CENTER<br><b>124.25 236.825</b> | UNICOM<br><b>122.8 (CTAF)</b>  |
|----------------------------|---|---|



|  |  |   |  |   |  |                         |  |    |  |
|--|--|---|--|---|--|-------------------------|--|----|--|
| 4000   |  | IJGIJ   |  | VGSi and RNAV glidepath not coincident<br>(VGSi Angle 3.00/TCH 29). |  |                         |  |    |  |
|           |  |  |  |   |  |                         |  |    |  |
|           |  |   |  |   |  |                         |  |    |  |
| CATEGORY   |  | A   |  | B   |  | C                       |  | D  |  |
| LPV DA   |  | 2193-1  |  | 378 (400-1)   |  |                         |  | NA |  |
| LNAV/<br>VNAV  |  | 2353-1½   |  | 538 (600-1½)  |  |                         |  | NA |  |
| LNAV MDA   |  | 2480-1  |  | 665 (700-1)   |  | 2480-1⅞<br>665 (700-1⅞) |  | NA |  |
|  CIRCLING |  | 2480-1  |  | 665 (700-1)   |  | 2480-1⅞<br>665 (700-1⅞) |  | NA |  |

HETTINGER, NORTH DAKOTA

AL-6517 (FAA)

21112

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>90140</b><br><b>W12A</b> | APP CRS<br><b>128°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>4652</b><br><b>2706</b><br><b>2706</b> |
|--|------------------------|--|

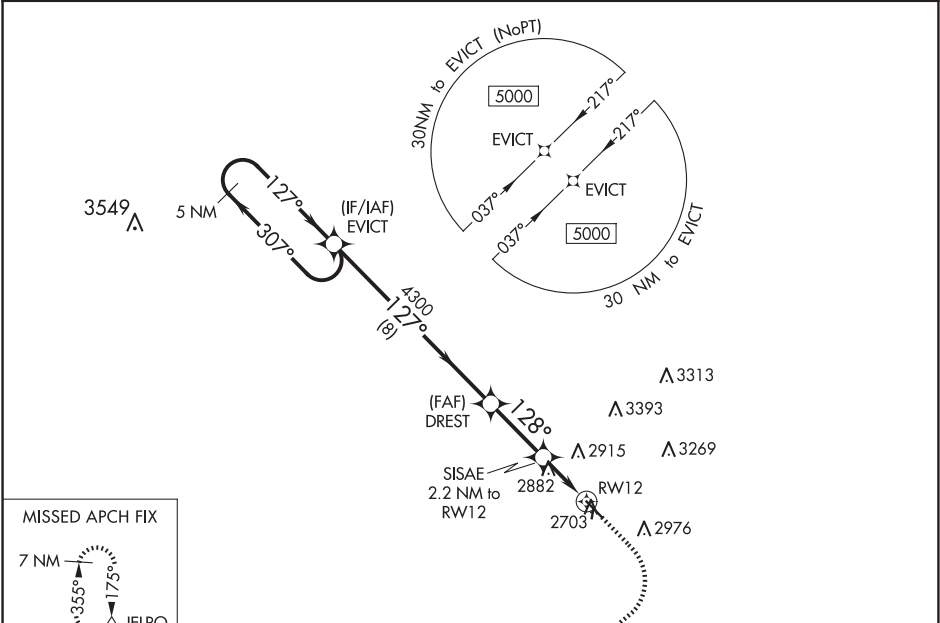
# RNAV (GPS) RWY 12

HETTINGER/JB LINDQUIST RGNL (HEI)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA northeast of Rwy 12-30. Circling NA to Rwy 17 and 35.

**MISSED APPROACH:** Climb to 3200, then climbing right turn to 9000 direct JELRO and hold, continue climb-in-hold to 9000.

|                        |   |                                 |
|------------------------|---|---------------------------------|
| ASOS<br><b>119.925</b> | MINNEAPOLIS CENTER<br><b>124.25 236.825</b> | UNICOM<br><b>122.8 (CTAF) ①</b> |
|------------------------|---|---------------------------------|



|   |  |                         |  |                         |  |
|---|--|-------------------------|--|-------------------------|--|
| JELRO   |  | ELEV 2706               |  | TDZE 2706               |  |
| VGSI and RNAV glidepath not coincident.<br>(VGSI Angle 3.00/TCH 25) |  |                         |  |                         |  |
| 5 NM<br>Holding Pattern   |  | EVICT                   |  | DREST                   |  |
| 5000  |  | 4300                    |  | 4300                    |  |
| ←307°   |  | 127°→                   |  | 127°                    |  |
| GP 3.00°<br>TCH 40  |  | 4300                    |  | 128°                    |  |
| 8 NM  |  | 2.7 NM                  |  | 0.9 NM                  |  |
| 1.3 NM  |  | 1.3 NM                  |  | RW12                    |  |
| SISAE<br>2.2 NM to<br>RW12  |  | *1.3 NM to<br>RW12      |  | RW12                    |  |
| *LNAV only  |  | *3440                   |  | RW12                    |  |
| CATEGORY  |  | A                       |  | B                       |  |
| LPV DA  |  | 2956-1                  |  | 250 (300-1)             |  |
| LNAV/<br>VNAV   |  | 3168-1½                 |  | 462 (500-1½)            |  |
| LNAV MDA  |  | 3140-1                  |  | 434 (500-1)             |  |
| CIRCLING  |  | 3180-1<br>474 (500-1)   |  | 3240-1<br>534 (600-1)   |  |
|   |  | 3240-1½<br>534 (600-1½) |  | 3460-2½<br>754 (800-2½) |  |
|   |  |                         |  | MIRL Rwy 12-30          |  |

HETTINGER, NORTH DAKOTA  
Orig 26MAY16

46°01'N-102°39'W

# RNAV (GPS) RWY 12

HETTINGER/JB LINDQUIST RGNL (HEI)

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025





HIBBING, MINNESOTA

AL-5159 (FAA)

25163

|                            |                        |                             |   |
|----------------------------|------------------------|-----------------------------|---|
| LOC I-JAE<br><b>111.75</b> | APP CRS<br><b>130°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>6758</b><br><b>1354</b><br><b>1354</b> |
|----------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 13  
RANGE RGNL (HIB)

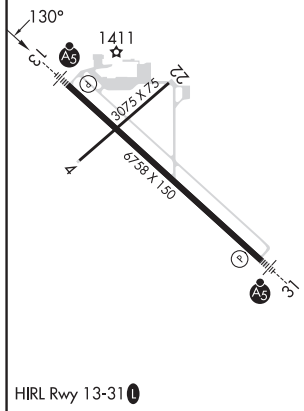
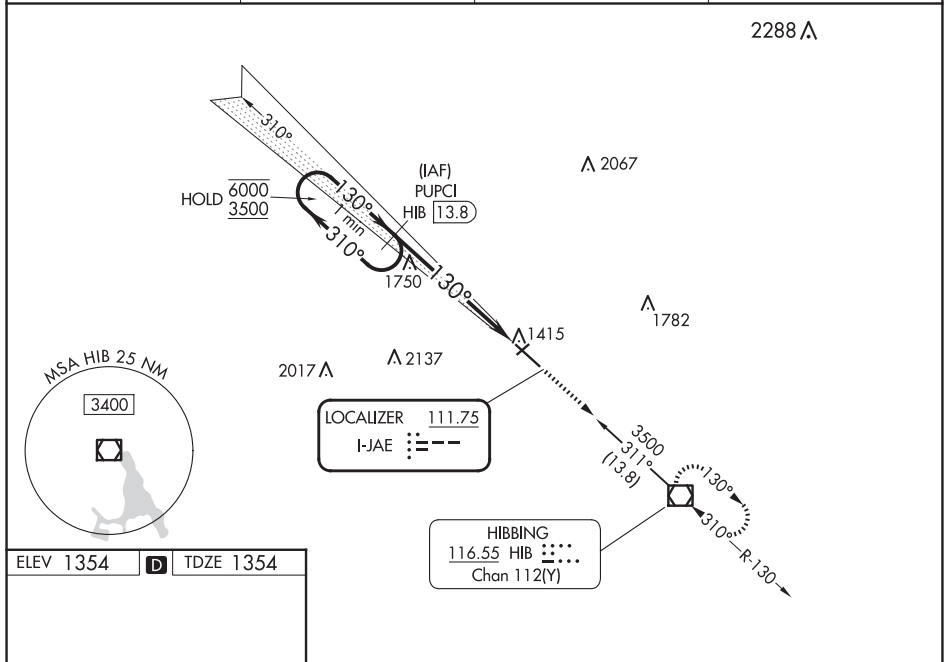
DME required.

Autopilot coupled approach NA below 2515. VDP NA when using Eveleth altimeter setting. Caution opposing ILS continuously on. When local altimeter setting not received, use Eveleth altimeter setting and increase S-ILS 13 DA to 1590 feet; increase all MDAs 40 feet and S-LOC 13 visibility Cat B/C/D ¼ SM, and Circling visibility Cat B/C/D ¼ SM. For inop ALS, increase S-LOC 13 Cat C/D visibility to 2 SM. For inop ALS when using Eveleth altimeter setting, increase S-LOC 13 Cat C/D visibility to 2 SM.

MALSR

MISSED APPROACH: Climb to 3600 direct HIB VOR/DME and hold.

|                        |                                       |                          |                               |
|------------------------|---------------------------------------|--------------------------|-------------------------------|
| ASOS<br><b>126.425</b> | DULUTH APP CON<br><b>125.45 233.7</b> | CLNC DEL<br><b>127.4</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|------------------------|---------------------------------------|--------------------------|-------------------------------|



|                            |                    |   |   |          |
|----------------------------|--------------------|---|---|----------|
| One Minute Holding Pattern |                    |   |   | 3600 HIB |
| PUPCI HIB 13.8             |                    |   |   |          |
| 3300                       |                    |   |   |          |
| 6000 3500 310° 130°        |                    |   |   |          |
| 3300 130°                  |                    |   |   |          |
| HIB 10 HIB 8               |                    |   |   |          |
| GS 3.00° TCH 48            |                    |   |   |          |
| 3.8 NM 2.1 NM              |                    |   |   |          |
| CATEGORY                   | A                  | B | C                                       | D        |
| S-ILS 13                   | 1554-½ 200 (200-½) |   |   |          |
| S-LOC 13                   | 2060-½ 706 (800-½) |   | 2060-1⅝ 706 (800-1⅝)                    |          |
| CIRCLING                   | 2060-1 706 (800-1) |   | 2060-2 706 (800-2) 2060-2¼ 706 (800-2¼) |          |

HIBBING, MINNESOTA  
Amdt 1B 21MAR24

47°23'N-92°50'W

RANGE RGNL (HIB)  
ILS or LOC RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|           |         |          |      |
|-----------|---------|----------|------|
| LOC I-HIB | APP CRS | Rwy Ldg  | 6758 |
| 108.75    | 310°    | TDZE     | 1345 |
|           |         | Apt Elev | 1354 |

ILS or LOC RWY 31

RANGE RGNL (HIB)

⚠

⚠

⚠

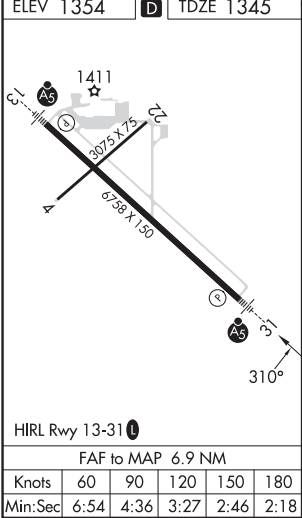
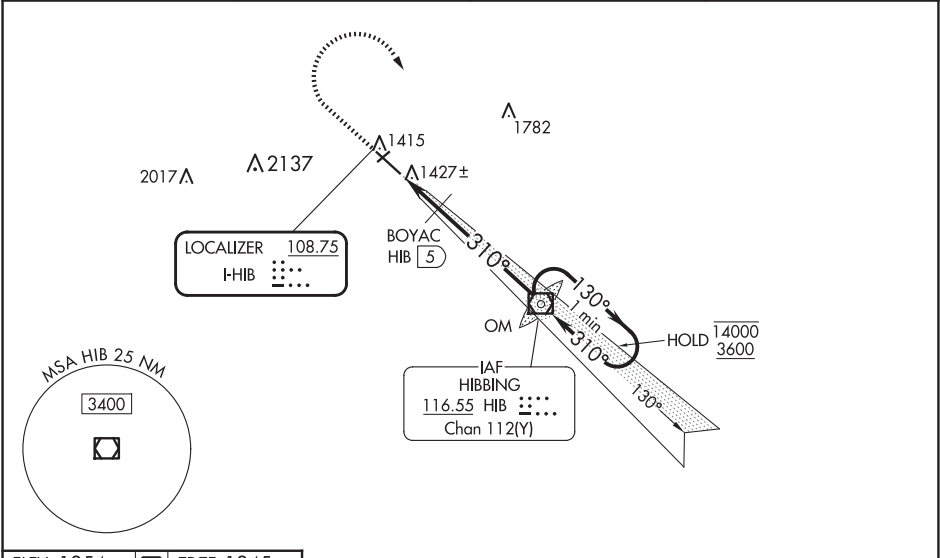
-40°C






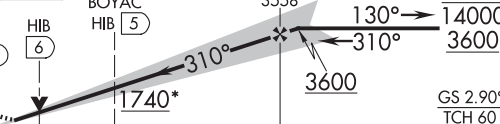
VDP NA when using Eveleth altimeter setting. Caution opposing ILS continuously on. When local altimeter setting not received, use Eveleth altimeter setting and increase S-ILS 31 DA to 1581 feet; increase all MDAs 40 feet and increase S-LOC 31 Cat C/D visibility ½ SM and Circling Cat C ¼ SM. Increase BOYAC fix minimums S-LOC 31 Cat C/D visibility ½ SM and Circling Cat C ¼ SM. For inop ALS when using Eveleth altimeter setting, increase BOYAC fix minimums S-LOC 31 Cat C/D visibility to 1 SM. \*1780 when using Eveleth altimeter setting. #DME from HIB VOR/DME. DME use requires simultaneous reception of I-HIB and HIB DME.

MALSR

MISSED APPROACH:  
Climb to 2500 then  
climbing right turn to  
3600 direct HIB  
VOR/DME and hold.

|                 |                                |                   |                        |
|-----------------|--------------------------------|-------------------|------------------------|
| ASOS<br>126.425 | DULUTH APP CON<br>125.45 233.7 | CLNC DEL<br>127.4 | UNICOM<br>123.0 (CTAF) |
|-----------------|--------------------------------|-------------------|------------------------|



|   |   |   |   |         |   |                |                            |
|---|---|---|---|---------|---|----------------|----------------------------|
| 2500  | 3600  | HIB   |   |         |   |                |                            |
|  |  |  |   |         |   |                |                            |
|   |   |   | BOYAC   | HIB (5) | 3558  | HIB VOR/DME OM | One Minute Holding Pattern |
|  |   |   |  |         |  |                |                            |
| -0.9  |   |   | 1 NM  |         | 5 NM  |                |                            |
| CATEGORY  | A   |   | B   |         | C   |                | D                          |
| S-ILS 31  | 1545-½ 200 (200-½)  |   |   |         |   |                |                            |
| S-LOC 31  | 1740-½ 395 (400-½)  |   | 1740-⅝ 395 (400-⅝)  |         |   |                |                            |
| CIRCLING  | 1900-1 546 (600-1)  |   | 1920-1½ 566 (600-1½)  |         | 1980-2 626 (700-2)  |                |                            |
| # BOYAC FIX MINIMUMS  |   |   |   |         |   |                |                            |
| S-LOC 31  | 1680-½ 335 (400-½)  |   |   |         |   |                |                            |
| CIRCLING  | 1900-1 546 (600-1)  |   | 1920-1½ 566 (600-1½)  |         | 1980-2 626 (700-2)  |                |                            |

HIBBING, MINNESOTA

AL-5159 (FAA)

25163

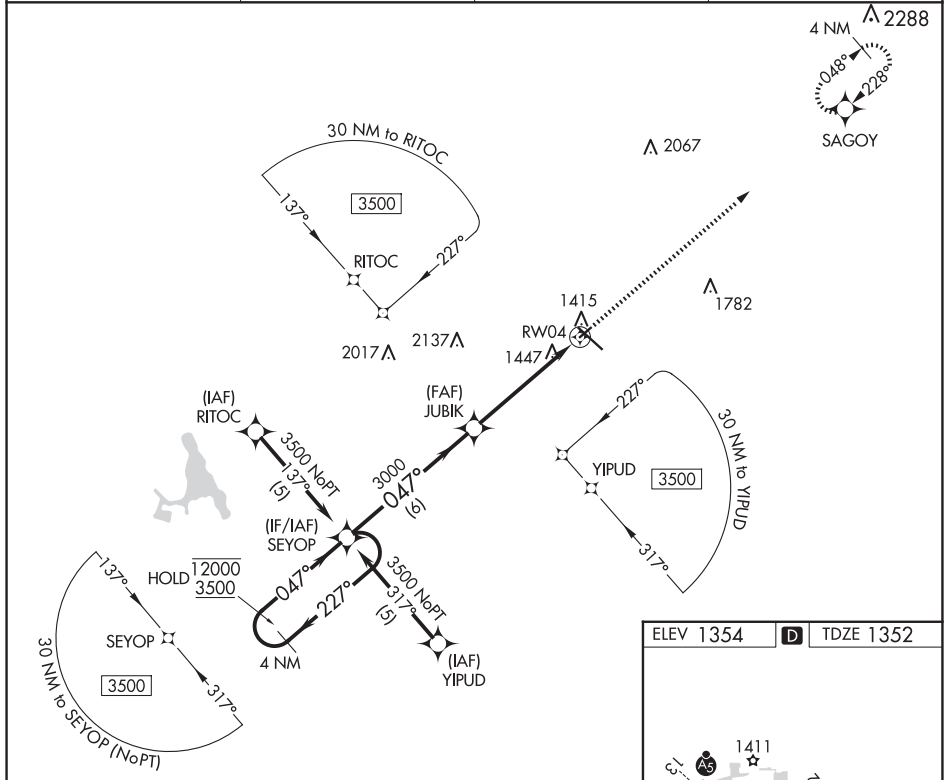
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Ldg  | 3075 |
| 047°    | TDZE     | 1352 |
|         | Apt Elev | 1354 |

# RNAV (GPS) RWY 4

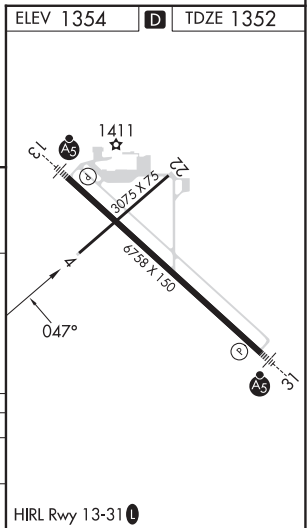
RANGE RGNL (HIB)

|   |   |
|---|---|
| RNP APCH - GPS.   | MISSED APPROACH: Climb to 3500 direct SAGOY and hold. |
| <p>▼ Rwy 4 helicopter visibility reduction below 3/4 SM NA. VDP NA when using Eveleth altimeter setting. When local altimeter setting not received, use Eveleth altimeter setting and increase all MDAs 40 feet.</p> <p>⚠ -40°C</p> |   |

|                 |                                |                   |                          |
|-----------------|--------------------------------|-------------------|--------------------------|
| ASOS<br>126.425 | DULUTH APP CON<br>125.45 233.7 | CLNC DEL<br>127.4 | UNICOM<br>123.0 (CTAF) 0 |
|-----------------|--------------------------------|-------------------|--------------------------|



|          |                      |             |        |                |       |
|----------|----------------------|-------------|--------|----------------|-------|
|          | 4 NM Holding Pattern | SEYOP       | JUBIK  | 3500           | SAGOY |
|          | 12000                | 3500        | 3000   | 1.2 NM to RW04 |       |
|          | 227°                 | 047°        | 047°   | 3.03° TCH 45   |       |
|          | 6 NM                 | 3.8 NM      | 1.2 NM |                |       |
| CATEGORY | A                    | B           | C      | D              |       |
| LNAB MDA | 1780-1               | 428 (500-1) | NA     |                |       |
| CIRCLING | 1900-1               | 546 (600-1) | NA     |                |       |



HIBBING, MINNESOTA

Orig-B 21MAR24

47°23'N-92°50'W

# RNAV (GPS) RWY 4

RANGE RGNL (HIB)

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>69222</b><br><b>W13A</b> | APP CRS<br><b>130°</b> | Rwy Ldg<br>TDZE <b>1354</b><br>Apt Elev <b>1354</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13

RANGE RGNL (HIB)

RNP APCH - GPS.

Baro-VNAV and VDP NA when using Eveleth altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Eveleth altimeter setting and increase LPV DA to 1640 feet; increase LNAV/VNAV DA to 1766 feet and all visibilities ½ SM. Increase all MDAs 40 feet and LNAV visibility Cat C/D ⅓ SM, and Circling visibility Cat C ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 SM. For inop ALS when using Eveleth altimeter setting, increase LPV all Cats visibility to ¾ SM, LNAV/VNAV all Cats to 1½ SM, LNAV Cat C/D to 1½ SM.

MALSRL

MISSED APPROACH:  
Climb to 3500 direct CEKSA and hold.

|                        |                                       |                          |                                 |
|------------------------|---------------------------------------|--------------------------|---------------------------------|
| ASOS<br><b>126.425</b> | DULUTH APP CON<br><b>125.45 233.7</b> | CINC DEL<br><b>127.4</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|------------------------|---------------------------------------|--------------------------|---------------------------------|

6 NM Holding Pattern

FENOK

12000  
3500

310°  
130°

GP 3.00°  
TCH 48

DULEC

3300

OLAYU  
2.5 NM to RWY 13

1.2 NM to RWY 13

RWY 13

2180

7 NM  
3.5 NM  
1.3 NM  
1.2 NM

3500

CEKSA

130°

1411

2075 x 75

6738 x 130

HIRL Rwy 13-31 0

| CATEGORY     | A                  | B | C                                       | D |
|--------------|--------------------|---|---|---|
| LPV DA       | 1604-½ 250 (300-½) |   |   |   |
| LNAV/VNAV DA | 1730-⅝ 376 (400-⅝) |   |   |   |
| LNAV MDA     | 1800-½ 446 (500-½) |   | 1800-⅞ 446 (500-⅞)                      |   |
| CIRCLING     | 1900-1 546 (600-1) |   | 1920-1½ 566 (600-1½) 1980-2 626 (700-2) |   |

HIBBING, MINNESOTA

Amtd 1D 21MAR24

47°23'N-92°50'W

229

RANGE RGNL (HIB)

RNAV (GPS) RWY 13

HIBBING, MINNESOTA

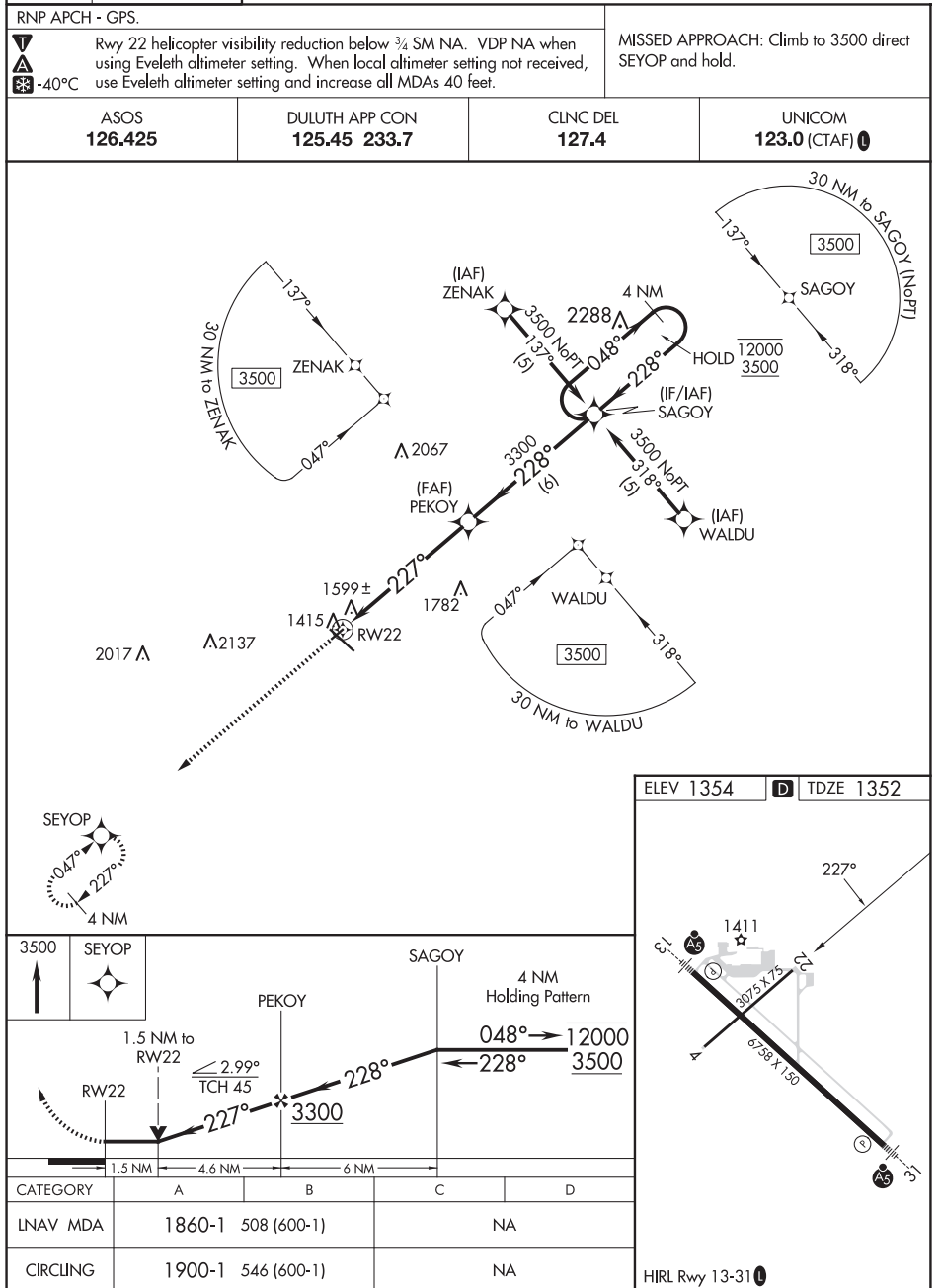
AL-5159 (FAA)

25163

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Ldg  | 3075 |
| 227°    | TDZE     | 1352 |
|         | Apt Elev | 1354 |

# RNAV (GPS) RWY 22

RANGE RGNL (HIB)



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

HIBBING, MINNESOTA

Orig-B 21MAR24






47°23'N-92°50'W

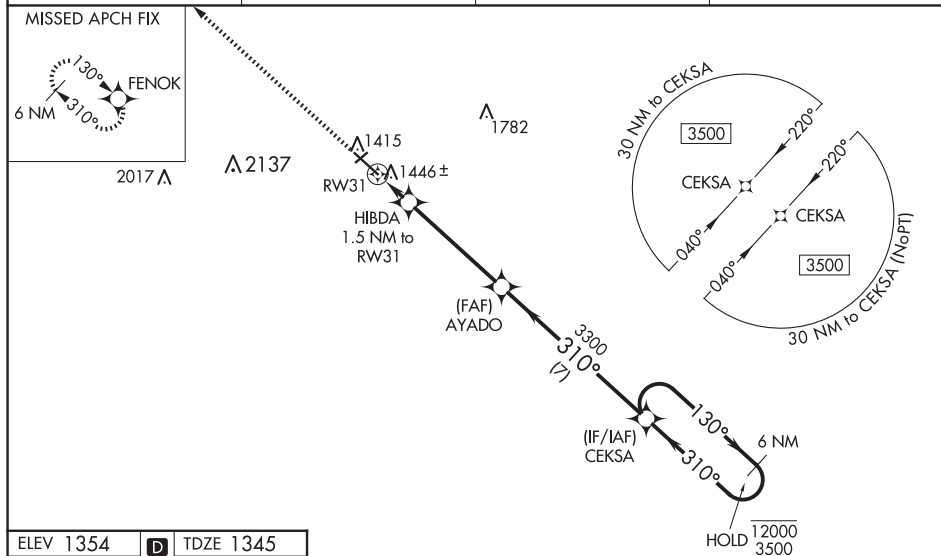
RANGE RGNL (HIB)

# RNAV (GPS) RWY 22

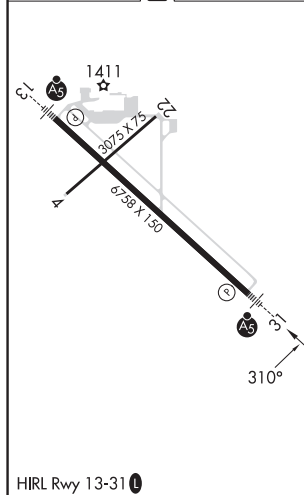
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>65722</b><br><b>W31A</b> | APP CRS<br><b>310°</b> | Rwy Ldg <b>6758</b><br>TDZE <b>1345</b><br>Apt Elev <b>1354</b> |
|--|------------------------|---|

RNAV (GPS) RWY 31  
RANGE RGNL (HIB)

|   |  |  |   |
|---|--|--|---|
| RNP APCH - GPS.   |  | <br>MALSR | MISSED APPROACH: Climb to 3500 direct FENOK and hold.   |
| <br><br> -40°C | Baro-VNAV and VDP NA when using Eveleth altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Eveleth altimeter setting and increase LPV DA to 1581 feet; increase LNAV/VNAV DA to 1643 feet; increase all MDAs 40 feet; and Circling visibility Cat C ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM, LNAV Cat C/D to 1 SM. For inop ALS when using Eveleth altimeter setting, increase LNAV/VNAV all Cats visibility to ¾ SM. |  |   |
| ASOS<br><b>126.425</b>  | DULUTH APP CON<br><b>125.45 233.7</b>  | CLNC DEL<br><b>127.4</b>   | UNICOM<br><b>123.0</b> (CTAF)  |



|           |          |           |
|-----------|----------|-----------|
| ELEV 1354 | <b>D</b> | TDZE 1345 |
|-----------|----------|-----------|



VGSi and RNAV glidepath not coincident  
(VGSi Angle 2.90/TCH 62).

3500 FENOK

HIBDA  
1.5 NM to RW31

AYADO  
3300

CEKSA

6 NM Holding Pattern

130° 12000  
310° 3500

1 NM to RW31

RW31

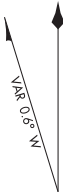
1 NM 0.5 4.5 NM 7 NM

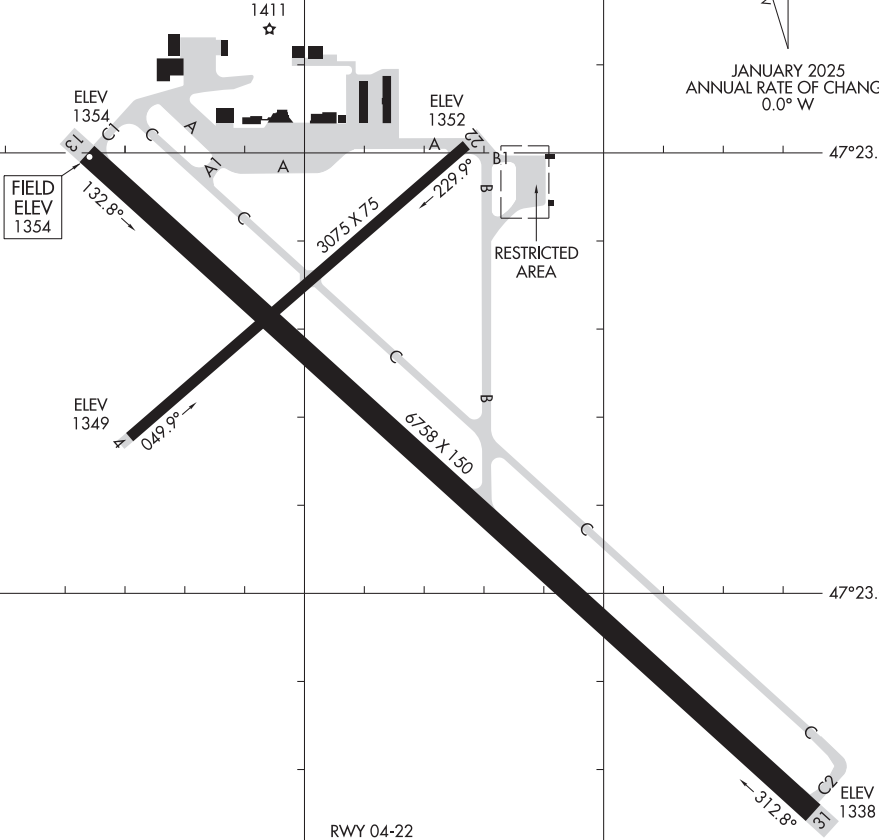
GP 3.00°  
TCH 55

| CATEGORY      | A      | B           | C                       | D                     |
|---------------|--------|-------------|-------------------------|-----------------------|
| LPV DA        | 1545-½ | 200 (200-½) |                         |                       |
| RNAV/<br>VNAV | 1607-½ | 262 (300-½) |                         |                       |
| RNAV MDA      | 1700-½ | 355 (400-½) | 1700-⅝                  | 355 (400-⅝)           |
| CIRCLING      | 1900-1 | 546 (600-1) | 1920-1½<br>566 (600-1½) | 1980-2<br>626 (700-2) |

## RNAV (GPS) RWY 31

ASOS  
126.425  
CTAF/UNICOM  
123.000  
CLNC DEL  
127.4  
**D**

  
JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.0° W



RWY 04-22  
PCN 3 F/B/Y/U  
S-35, D-45  
RWY 13-31  
PCN 33 F/C/X/T  
S-60, D-100, 2D-160

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



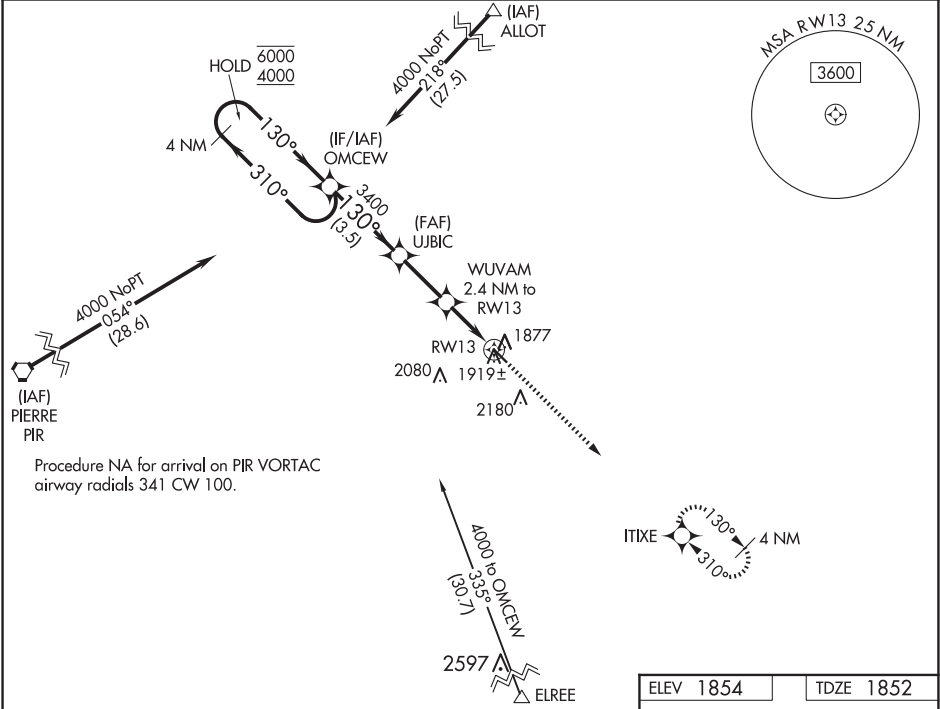
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>72839</b><br><b>W13A</b> | APP CRS<br><b>130°</b> | Rwy ldg<br>TDZE <b>1852</b><br>Apt Elev <b>1854</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13

HIGHMORE MUNI (9D0)

|           |  |   |
|-----------|--|---|
| RNP APCH. | Baro-VNAV NA. Use Onida altimeter setting; when not received, use Pierre altimeter setting and increase LPV and LNAV/VNAV DA to 2226 and all MDAs 40 feet. | MISSED APPROACH: Climb to 4000 direct ITIXE and hold. |
|-----------|--|---|

|                            |                            |  |                      |
|----------------------------|----------------------------|--|----------------------|
| PIR ASOS<br><b>119.025</b> | 98D AWOS-2<br><b>122.9</b> | MINNEAPOLIS CENTER<br><b>125.1 269.1</b> | CTAF<br><b>122.9</b> |
|----------------------------|----------------------------|--|----------------------|



4 NM Holding Pattern

6000 ← 310°

4000 → 130°

GP 3.00°

TCH 40

OMCEW

UJBIC

WUVAM 2.4 NM to RW13

RW13

3.5 NM

2.4 NM

2.4 NM

3400

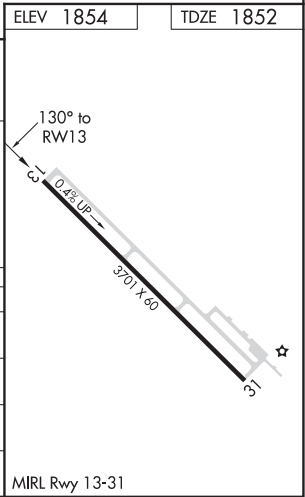
\*2640

4000

ITIXE

\*LNAV only

| CATEGORY     | A                     |                       | B | C  | D |
|--------------|-----------------------|-----------------------|---|----|---|
| LPV DA       | 2192-1½               | 340 (400-1½)          |   | NA |   |
| LNAV/VNAV DA | 2192-1½               | 340 (400-1½)          |   | NA |   |
| LNAV MDA     | 2260-1                | 408 (500-1)           |   | NA |   |
| CIRCLING     | 2460-1<br>606 (700-1) | 2600-1<br>746 (800-1) |   | NA |   |



HIGHMORE, SOUTH DAKOTA

AL-10432 (FAA)

19283

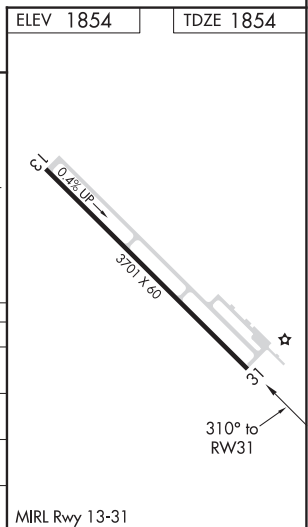
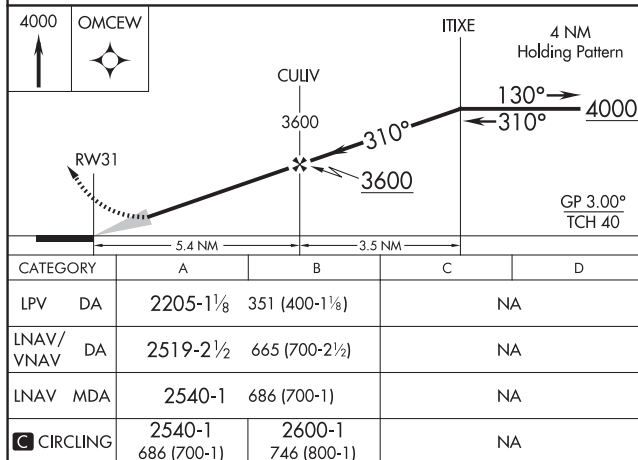
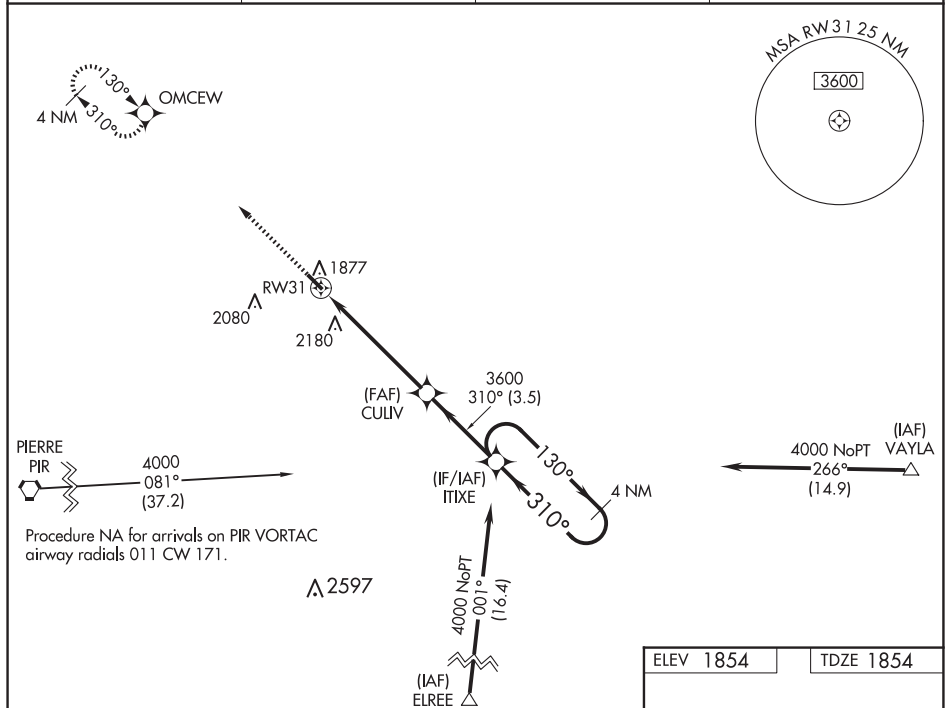
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>40437</b><br><b>W31A</b> | APP CRS<br><b>310°</b> | Rwy Idg<br>TDZE <b>1854</b><br>Apt Elev <b>1854</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 31

HIGHMORE MUNI (9DØ)

|                            |   |   |
|----------------------------|---|---|
| <b>V</b> NA<br><b>Δ</b> NA | Baro-VNAV NA. DME/DME RNP-0.3 NA.<br>Use Pierre altimeter setting; when not received, procedure NA. | MISSED APPROACH: Climb to 4000 direct OMCEW and hold. |
|----------------------------|---|---|

|                            |                            |  |                      |
|----------------------------|----------------------------|--|----------------------|
| PIR ASOS<br><b>119.025</b> | 98D AWOS-2<br><b>122.9</b> | MINNEAPOLIS CENTER<br><b>125.1 269.1</b> | CTAF<br><b>122.9</b> |
|----------------------------|----------------------------|--|----------------------|



HIGHMORE, SOUTH DAKOTA

Orig 15SEP16

44°32'N-99°27'W

HIGHMORE MUNI (9DØ)

# RNAV (GPS) RWY 31

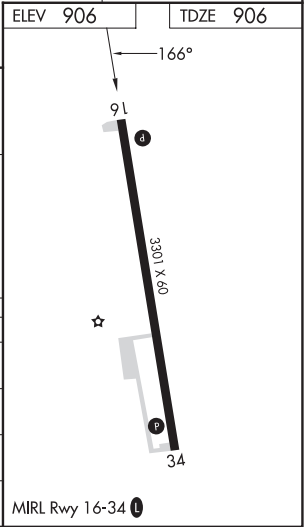
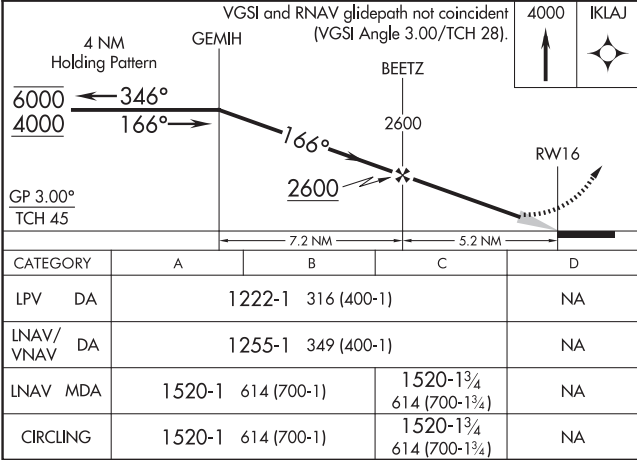
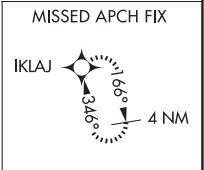
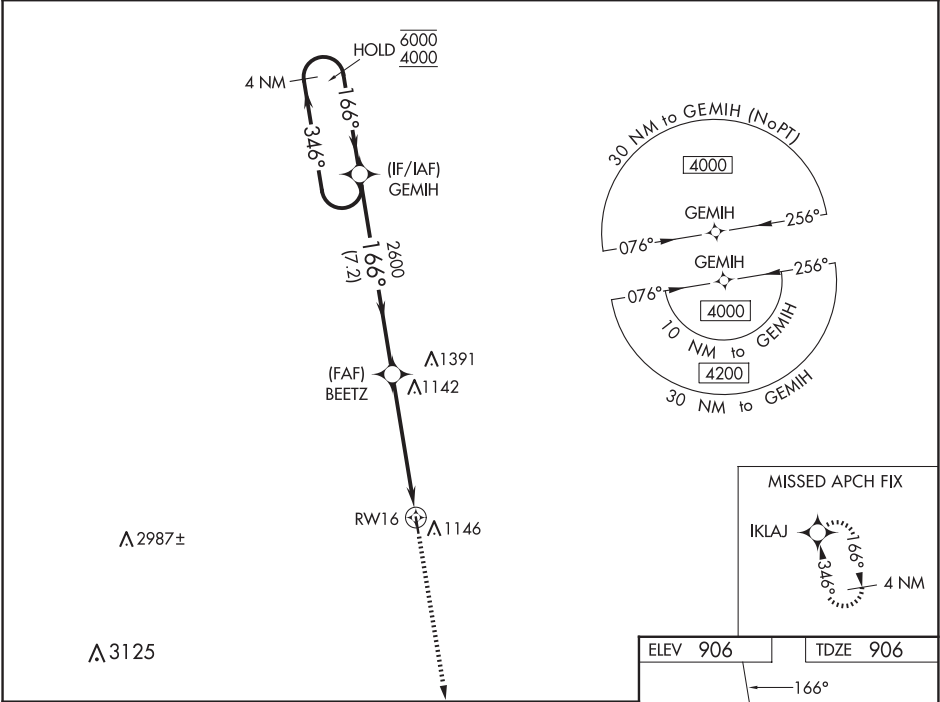
NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>86837</b><br><b>W16A</b> | APP CRS<br><b>166°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3301</b><br><b>906</b><br><b>906</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 16  
HILLSBORO MUNI (3H4)

|   |   |   |
|---|---|---|
| RNP APCH.   |   | MISSED APPROACH: Climb to 4000 direct IKLAJ and hold, continue climb-in-hold to 4000. |
|  <b>NA</b> | Baro-VNAV NA.<br>Use Fargo altimeter setting. |   |
| FAR ASOS<br><b>124.5 379.2</b>  | FARGO APP CON<br><b>120.4 377.15</b>          | CTAF<br><b>122.9 0</b>  |



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>81937</b><br><b>W34A</b> | APP CRS<br><b>346°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3301</b><br><b>906</b><br><b>906</b> |
|--|------------------------|-----------------------------|---|

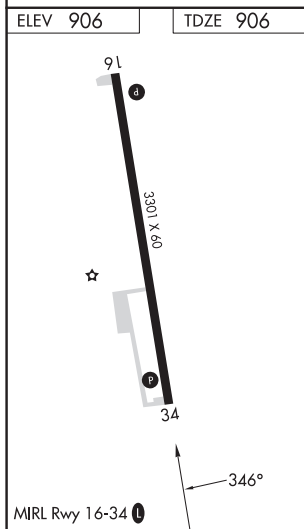
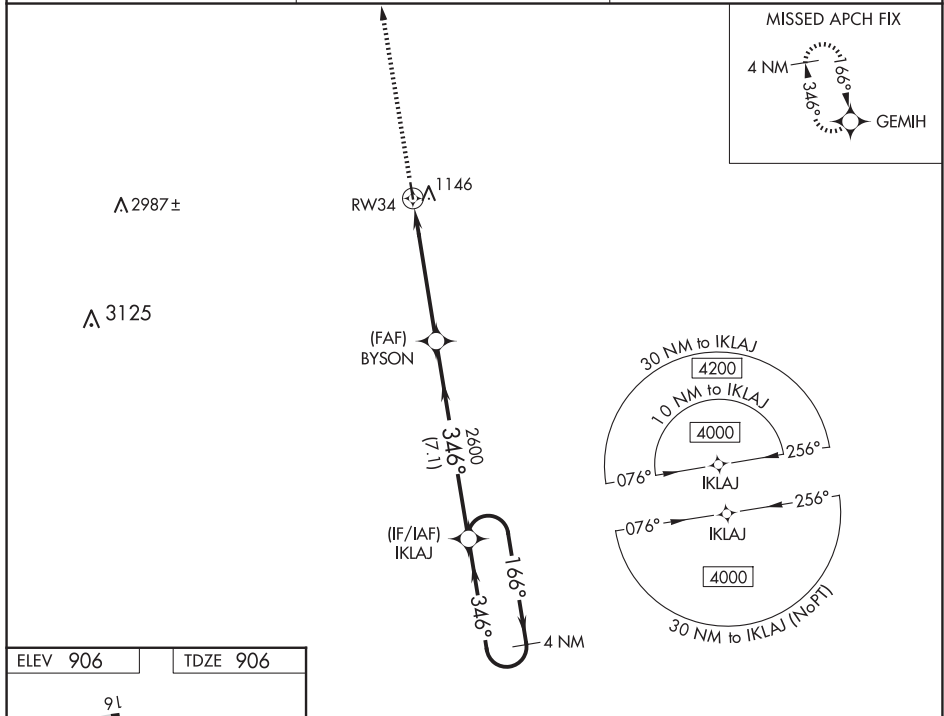
# RNAV (GPS) RWY 34

HILLSBORO MUNI (3H4)

**▼** Use Fargo altimeter setting. DME/DME RNP-0.3 NA.  
**▲ NA** Night Landing: Rwy 34 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct GEMIH and hold.

|                                |                                      |                       |
|--------------------------------|--------------------------------------|-----------------------|
| FAR ASOS<br><b>124.5 379.2</b> | FARGO APP CON<br><b>120.4 377.15</b> | CTAF<br><b>122.90</b> |
|--------------------------------|--------------------------------------|-----------------------|



| CATEGORY     | A       | B            | C                       | D  |
|--------------|---------|--------------|-------------------------|----|
| LPV DA       | 1222-1  | 316 (400-1)  |                         | NA |
| LNAV/VNAV DA | 1362-1½ | 456 (500-1½) |                         | NA |
| LNAV MDA     | 1480-1  | 574 (600-1)  | 1480-1½<br>574 (600-1½) | NA |
| CIRCLING     | 1520-1  | 614 (700-1)  | 1520-1¾<br>614 (700-1¾) | NA |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Ldg  | 2561 |
| 065°    | TDZE     | 1021 |
|         | Apt Elev | 1021 |

RNAV (GPS) RWY 6  
FIELD OF DREAMS (Ø4W)

RNP APCH.

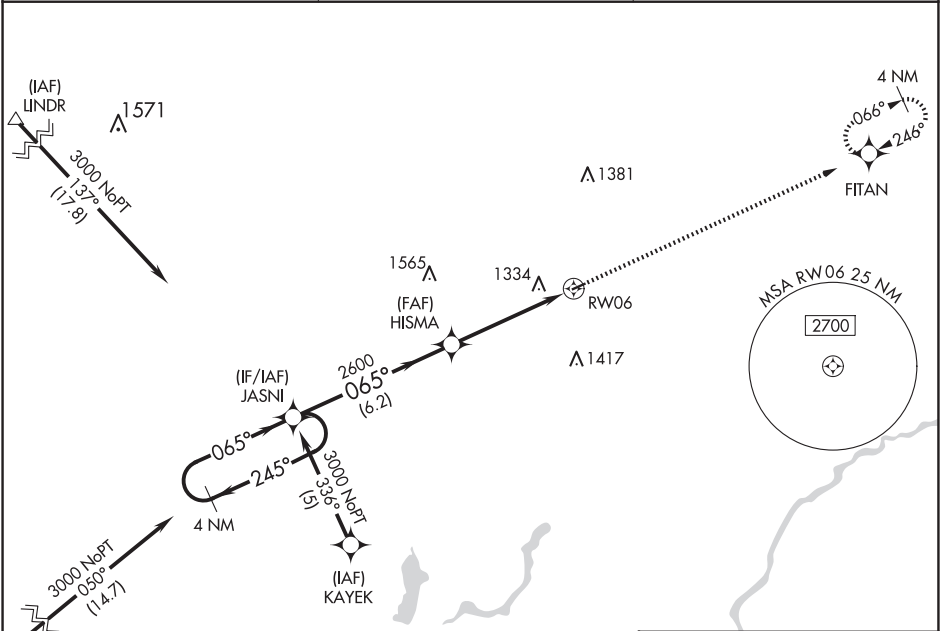
▼

▲ NA

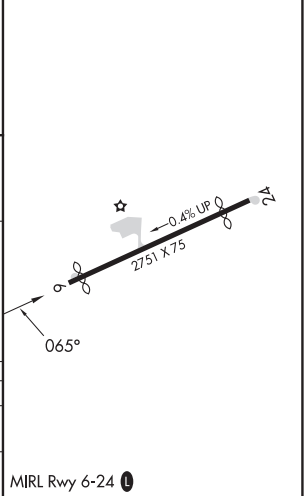
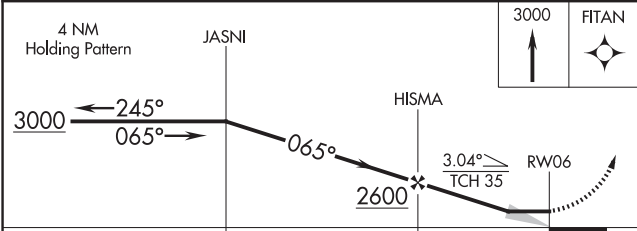
When local altimeter setting not received, use Mora altimeter setting and increase all MDAs 60 feet. Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct FITAN and hold.

|                   |                                      |               |
|-------------------|--------------------------------------|---------------|
| AWOS-3<br>118.225 | MINNEAPOLIS CENTER<br>121.05 235.775 | CTAF<br>122.9 |
|-------------------|--------------------------------------|---------------|



|           |           |
|-----------|-----------|
| ELEV 1021 | TDZE 1021 |
|-----------|-----------|



| CATEGORY | A      | B           | C  | D  |
|----------|--------|-------------|----|----|
| LNAV MDA | 1600-1 | 579 (600-1) | NA | NA |
| CIRCLING | 1640-1 | 619 (700-1) | NA | NA |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

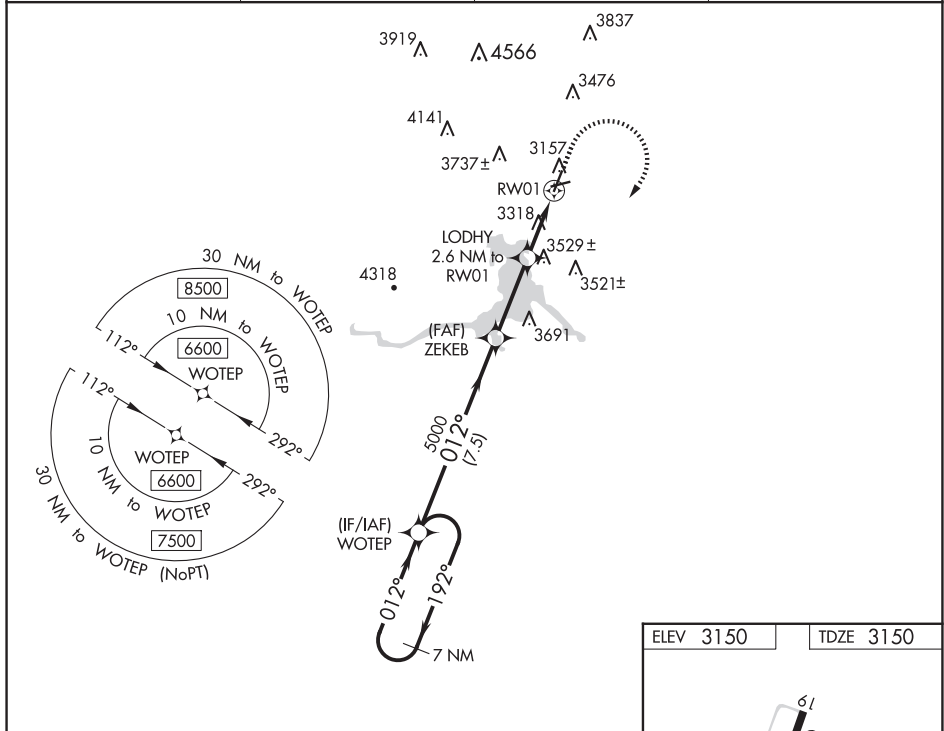
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99628</b><br><b>W01A</b> | APP CRS<br><b>012°</b> | Rwy Idg<br>TDZE <b>3150</b><br>Apt Elev <b>3150</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 1

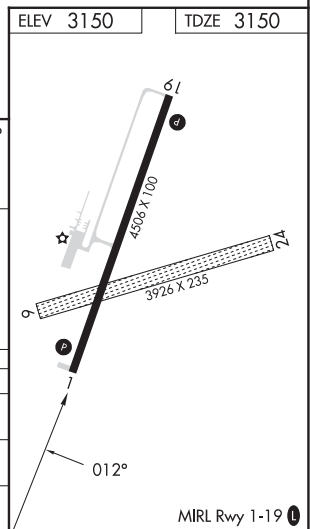
HOT SPRINGS MUNI (HSR)

|  |  |
|--|--|
| <b>⚠</b> Rwy 1 helicopter visibility reduction below ¾ NA. DME/DME RNP-0.3 NA.<br><b>⚠</b> NA Circling NA west of Rwy 1-19. Use Chadron, NE altimeter setting, when not received use Rapid City Rgnl altimeter setting and increase all MDA 20 feet, increase LNAV Cat B visibility ¼ mile. Circling NA to Rwy 6 and 24. | <b>MISSED APPROACH:</b> Climb to 3900, then climbing right turn to 6600 direct WOTEP and hold. |
|--|--|

|                           |                                      |                       |   |
|---------------------------|--------------------------------------|-----------------------|---|
| CDR ASOS<br><b>118.05</b> | DENVER CENTER<br><b>127.95 338.2</b> | GCO<br><b>121.725</b> | AUNICOM<br><b>122.8 (CTAF)</b> <b>0</b> |
|---------------------------|--------------------------------------|-----------------------|---|



|                      |                       |                       |                         |                        |        |        |
|----------------------|-----------------------|-----------------------|-------------------------|------------------------|--------|--------|
| 7 NM Holding Pattern |                       | WOTEP                 |                         | 3900                   | 6600   | WOTEP  |
| 6600                 |                       | 192°                  | 012°                    | 012°                   | 012°   | 012°   |
| 7.5 NM               |                       | 3.1 NM                | 2.6 NM                  | 2.6 NM                 | 2.6 NM | 2.6 NM |
| CATEGORY             | A                     | B                     | C                       | D                      |        |        |
| LP MDA               | 3840-1                | 690 (700-1)           | 3840-2                  | 690 (700-2)            |        |        |
| LNAV MDA             | 3880-1                | 730 (800-1)           | 3880-2                  | 730 (800-2)            |        |        |
| <b>C</b> CIRCLING    | 3880-1<br>730 (800-1) | 3900-1<br>750 (800-1) | 3980-2½<br>830 (900-2½) | 4100-3<br>950 (1000-3) |        |        |



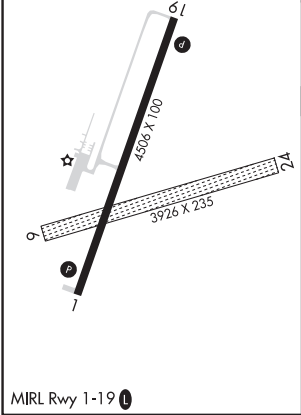
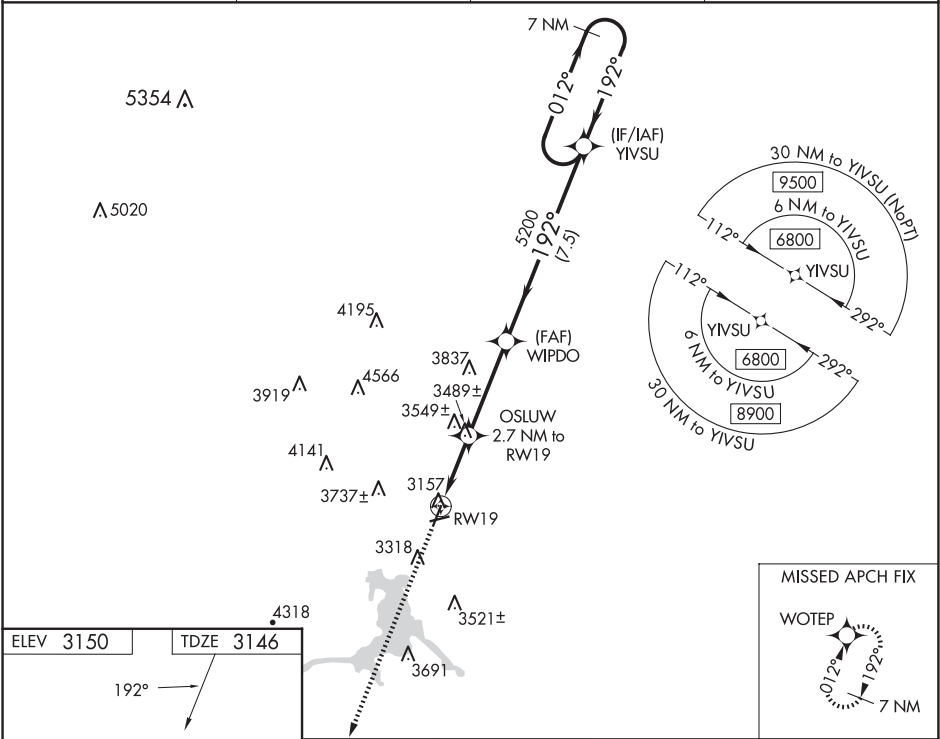
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56628</b><br><b>W19A</b> | APP CRS<br><b>192°</b> | Rwy Idg<br>TDZE <b>3146</b><br>Apt Elev <b>3150</b> |
|--|------------------------|---|

RNAV (GPS) RWY 19

HOT SPRINGS MUNI (HSR)

|  |   |
|--|---|
| <div><div>▼</div><div>NA</div></div> <div>Rwy 19 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.<br/>Circling NA to Rwy 6 and 24. Circling NA west of Rwy 1-19.<br/>Use Chadron, NE altimeter setting, when not received use Rapid City Rgnl altimeter setting and increase all MDA 20 feet, increase LNAV Cat C and D visibility ½ SM.</div> | MISSED APPROACH: Climb to 6600 direct WOTEP and hold. |
|--|---|

|                           |                                      |                       |   |
|---------------------------|--------------------------------------|-----------------------|---|
| CDR ASOS<br><b>118.05</b> | DENVER CENTER<br><b>127.95 338.2</b> | GCO<br><b>121.725</b> | AUNICOM<br><b>122.8</b> (CTAF) <b>0</b> |
|---------------------------|--------------------------------------|-----------------------|---|



|                        |                    |                        |                      |                            |  |
|------------------------|--------------------|------------------------|----------------------|----------------------------|--|
| ELEV 3150 TDZE 3146    |                    | 6600 WOTEP             |                      | YIVSU 7 NM Holding Pattern |  |
| OSLUW 2.7 NM to RWY 19 |                    | WIPDO                  |                      | YIVSU 7 NM Holding Pattern |  |
| RWY 19                 |                    | OSLUW 2.7 NM to RWY 19 |                      | YIVSU 7 NM Holding Pattern |  |
| 4040                   |                    | 5200                   |                      | 6800                       |  |
| 2.7 NM                 |                    | 3.6 NM                 |                      | 7.5 NM                     |  |
| CATEGORY               | A                  | B                      | C                    | D                          |  |
| LP MDA                 | 3840-1 694 (700-1) |                        | 3840-2 694 (700-2)   |                            |  |
| LNAV MDA               | 3900-1 754 (800-1) | 3900-1¼ 754 (800-1¼)   | 3900-2 754 (800-2)   |                            |  |
| CIRCLING               | 3900-1 750 (800-1) |                        | 3980-2½ 830 (900-2½) | 4100-3 950 (1000-3)        |  |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

(HSR2.HSR) 23334

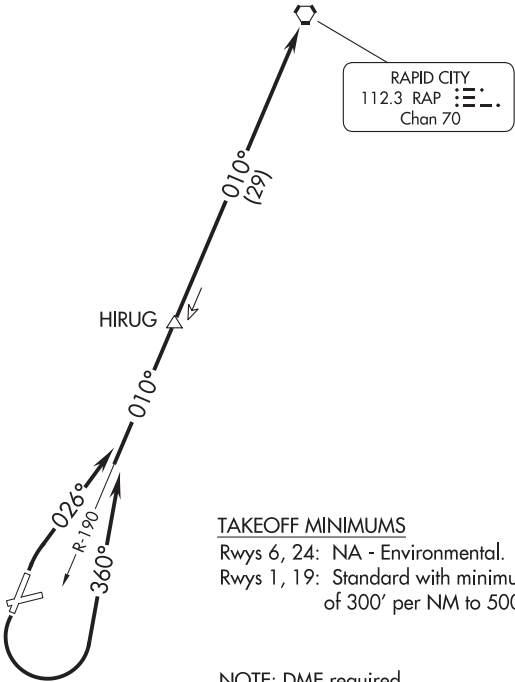
HOT SPRINGS TWO DEPARTURE

AL-904 (FAA)

HOT SPRINGS MUNI (HSR)  
HOT SPRINGS, SOUTH DAKOTA

TOP ALTITUDE:  
7000

DENVER CENTER  
127.95 338.2



TAKEOFF MINIMUMS  
Rwys 6, 24: NA - Environmental.  
Rwys 1, 19: Standard with minimum climb  
of 300' per NM to 5000.

NOTE: DME required.

NOTE: Chart not to scale.



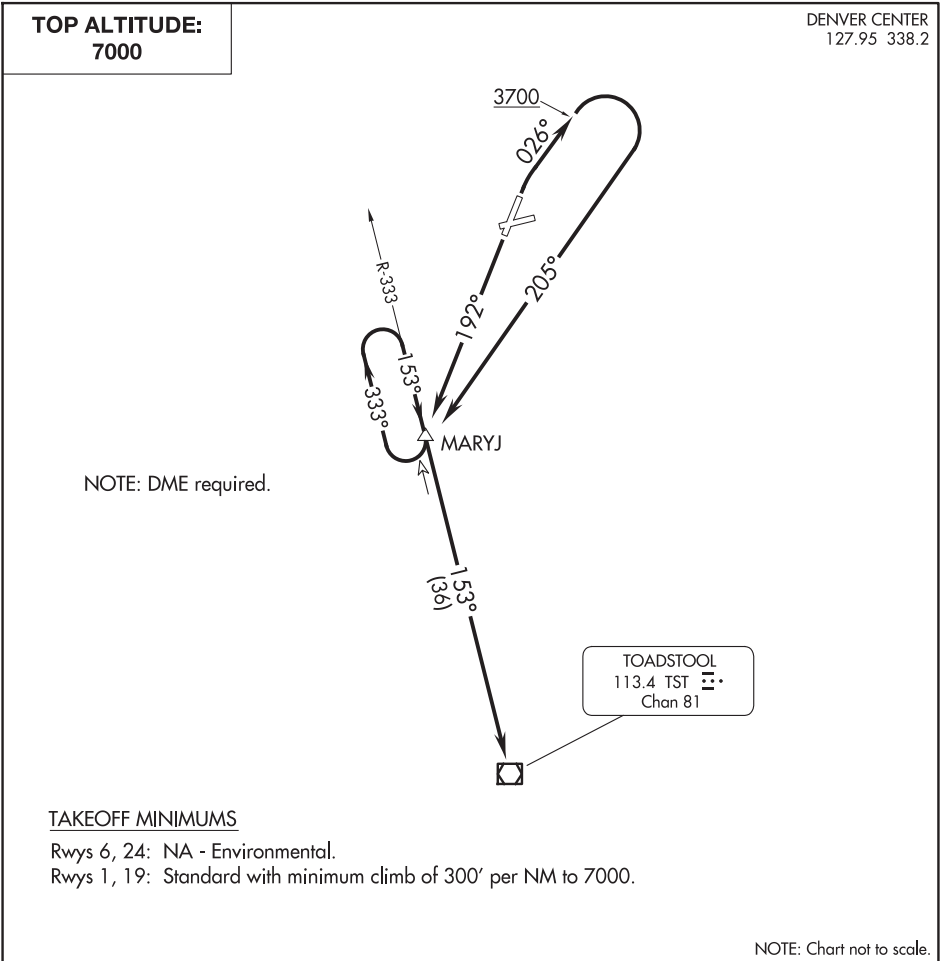
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 026° to intercept RAP VORTAC R-190 to RAP VORTAC, thence. . . .

TAKEOFF RUNWAY 19: Climbing left turn heading 360° to intercept RAP VORTAC R-190 to RAP VORTAC, thence. . . .

. . . .maintain 7000, expect filed altitude 10 minutes after departure.





T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 026° to 3700, then climbing right turn heading 205° to intercept TST VOR/DME R-333 to TST VOR/DME, thence. . . .

TAKEOFF RUNWAY 19: Climb heading 192° to intercept TST VOR/DME R-333 to TST VOR/DME, thence. . . .

. . . .maintain 7000, expect filed altitude 10 minutes after departure.

HURON, SOUTH DAKOTA

AL-202 (FAA)

23110

|   |                        |   |
|---|------------------------|---|
| LOC/DME I-HON<br><b>110.3</b><br>Chan <b>40</b> | APP CRS<br><b>121°</b> | Rwy Idg <b>7201</b><br>TDZE <b>1289</b><br>Apt Elev <b>1289</b> |
|---|------------------------|---|

# ILS or LOC RWY 12

HURON RGNL (HON)

RNAV 1-GPS or RADAR required for procedure entry. ADF required.  
From HUMSO and WEDEM: RNAV-1 GPS required.

MALSR



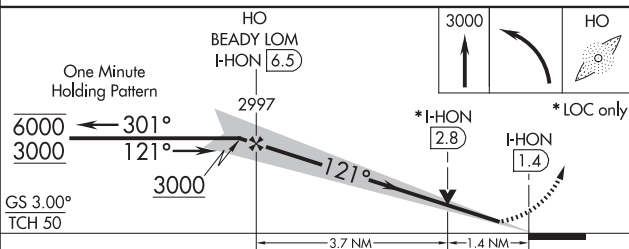
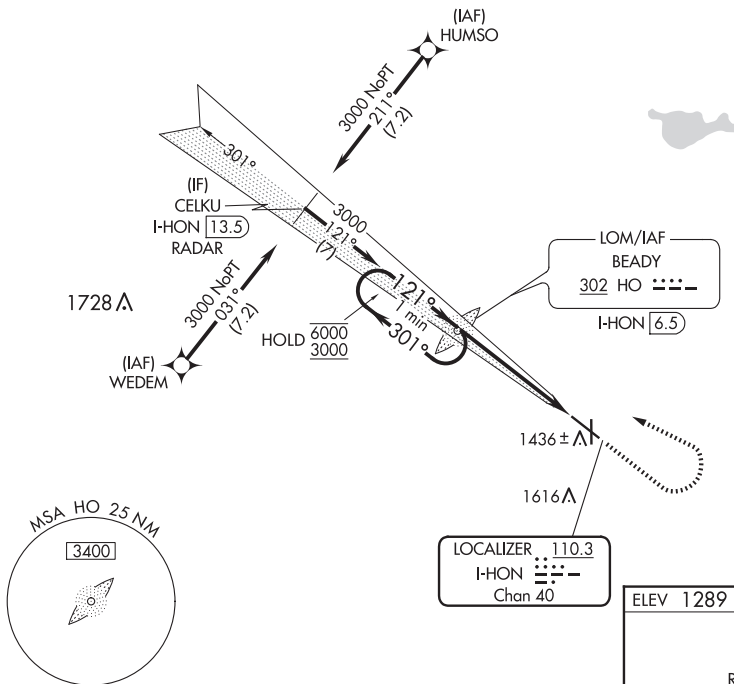
MISSED APPROACH: Climb to 3000 then  
left turn direct BEADY LOM and hold.

**V** Circling Rwy 18, 36 NA at night. For inop ALS, increase S-LOC 12  
**A** Cat C/D to 1½ SM.

ASOS  
**118.125**

MINNEAPOLIS CENTER  
**126.25 339.8**

UNICOM  
**123.0 (CTAF) 1**



| CATEGORY          | A                  | B                    | C                    | D |
|-------------------|--------------------|----------------------|----------------------|---|
| S-ILS 12          | 1489-½ 200 (200-½) |                      |                      |   |
| S-LOC 12          | 1780-½ 491 (500-½) | 1780-1 491 (500-1)   |                      |   |
| <b>C</b> CIRCLING | 1820-1 531 (600-1) | 1920-1¾ 631 (700-1¾) | 1980-2¼ 691 (700-2¼) |   |

|                                 |          |           |
|---------------------------------|----------|-----------|
| ELEV 1289                       | <b>D</b> | TDZE 1289 |
| HIRL Rwy 12-30 <b>L</b>         |          |           |
| MIRL Rwy 18-36 <b>L</b>         |          |           |
| REIL Rwy 18, 30 and 36 <b>L</b> |          |           |
|                                 |          |           |

HURON, SOUTH DAKOTA

Amdt 11 25FEB21

44°23'N-98°14'W

HURON RGNL (HON)

# ILS or LOC RWY 12

NC-1, 12 JUN 2025 to 07 AUG 2025



HURON, SOUTH DAKOTA

AL-202 (FAA)

21056

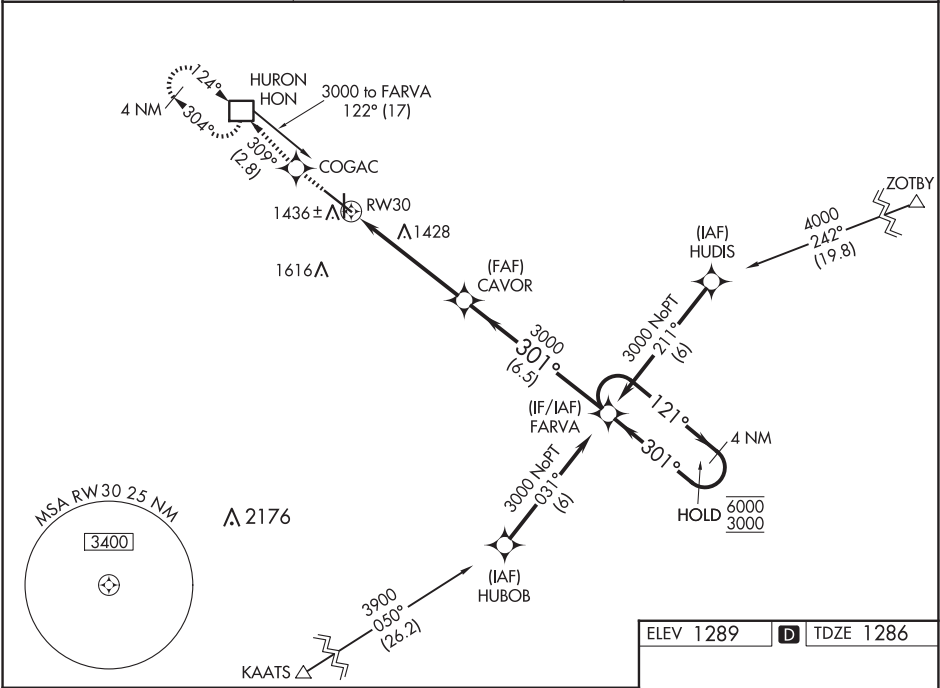
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>77514</b><br><b>W30A</b> | APP CRS<br><b>301°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7201</b><br><b>1286</b><br><b>1289</b> |
|--|------------------------|-----------------------------|---|

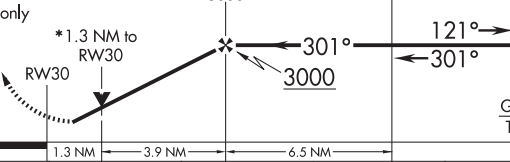

RNAV (GPS) RWY 30

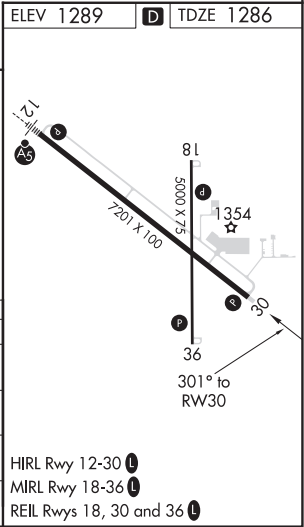
HURON RGNL (HON)

|  |  |
|--|--|
| RNP APCH.  | MISSED APPROACH: Climb to 3000 direct COGAC and on track 309° to HON DME and hold. |
| <div><div></div><div></div></div> <div>Circling Rwy 18, 36 NA at night. Rwy 30 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</div> |  |

|                        |   |                                 |
|------------------------|---|---------------------------------|
| ASOS<br><b>118.125</b> | MINNEAPOLIS CENTER<br><b>126.25 339.8</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|------------------------|---|---------------------------------|



|  |                      |            |          |                         |                         |                         |
|--|----------------------|------------|----------|-------------------------|-------------------------|-------------------------|
| 3000<br>↑  | COGAC<br>✱           | tr<br>309° | HON<br>□ | CAVOR<br>3000           | FARVA                   | 4 NM<br>Holding Pattern |
| *LNAV only   |                      |            |          |                         |                         |                         |
|         |                      |            |          |                         |                         |                         |
| CATEGORY   | A                    |            | B        | C                       | D                       |                         |
| LPV DA   | 1559-1 273 (300-1)   |            |          |                         |                         |                         |
| LNAV/<br>VNAV DA   | 1721-1½ 435 (500-1½) |            |          |                         |                         |                         |
| LNAV MDA   | 1760-1 474 (500-1)   |            |          | 1760-1⅜<br>474 (500-1⅝) | 1760-1½<br>474 (500-1½) |                         |
|  CIRCLING | 1820-1 531 (600-1)   |            |          | 1920-1¾<br>631 (700-1¾) | 1980-2¼<br>691 (700-2¼) |                         |



HURON, SOUTH DAKOTA  
Amdt 1C 25FEB21

44°23'N-98°14'W

HURON RGNL (HON)

RNAV (GPS) RWY 30

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|   |                        |   |
|---|------------------------|---|
| LOC/DME I-HON<br><b>110.3</b><br>Chan <b>40</b> | APP CRS<br><b>301°</b> | Rwy Idg <b>7201</b><br>TDZE <b>1286</b><br>Apt Elev <b>1289</b> |
|---|------------------------|---|

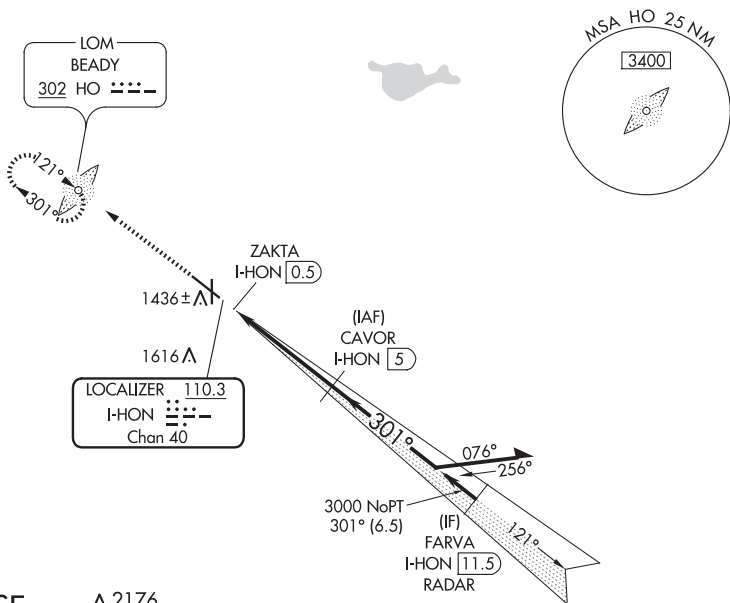
LOC BC RWY 30  
HURON RGNL (HON)

RADAR required for procedure entry. DME and ADF required.

|          |   |
|----------|---|
| <b>T</b> | Circling Rwy 18, 36 NA at night.                                  |
| <b>A</b> | Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM NA. |

**MISSED APPROACH:** Climb to 3000 direct  
BEADY LOM and hold.

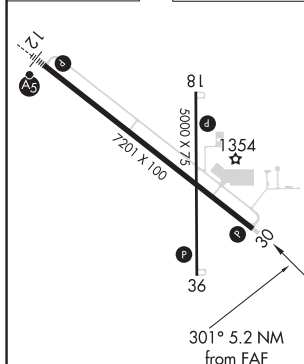
|                        |   |                                 |
|------------------------|---|---------------------------------|
| ASOS<br><b>118.125</b> | MINNEAPOLIS CENTER<br><b>126.25 339.8</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|------------------------|---|---------------------------------|



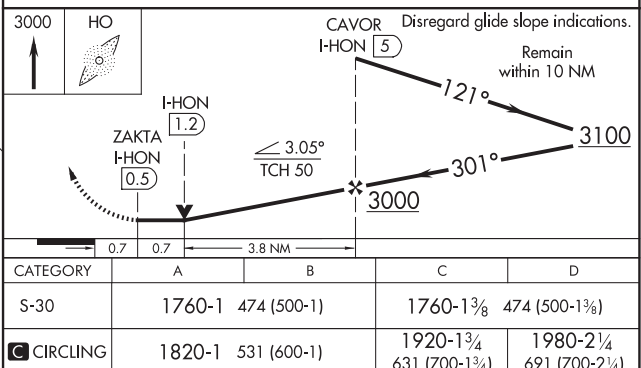
## BACK COURSE

Δ 2176

|           |          |           |
|-----------|----------|-----------|
| ELEV 1289 | <b>D</b> | TDZE 1286 |
|-----------|----------|-----------|

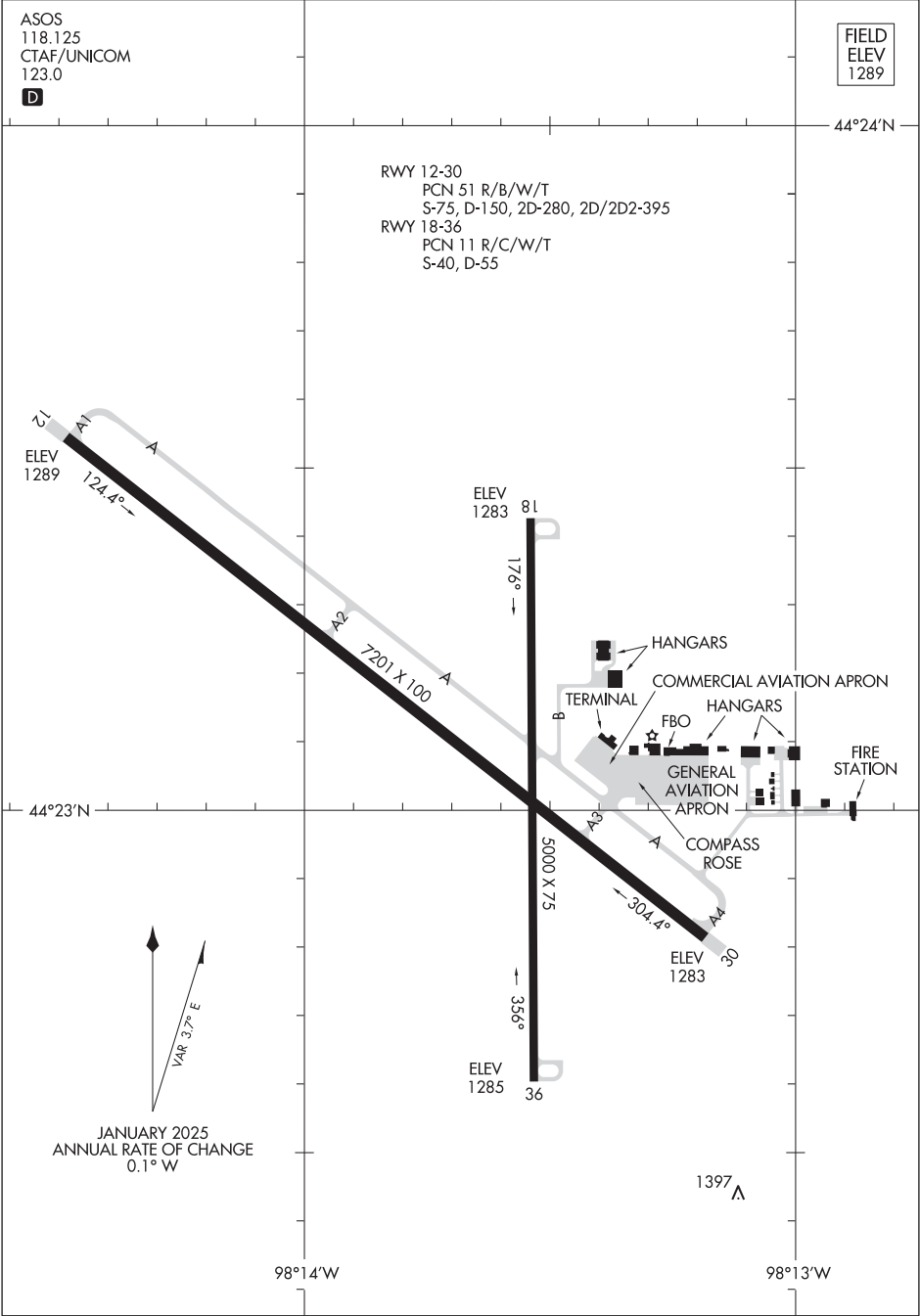


HIRL Rwy 12-30 (L)  
MIRL Rwy 18-36 (L)  
REIL Rwy 18, 30 and 36 (L)



HURON, SOUTH DAKOTA  
Amdt 14 25FEB21

HURON RGNL (HON)  
LOC BC RWY 30



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **77622**  
**W15A**

APP CRS  
**148°**

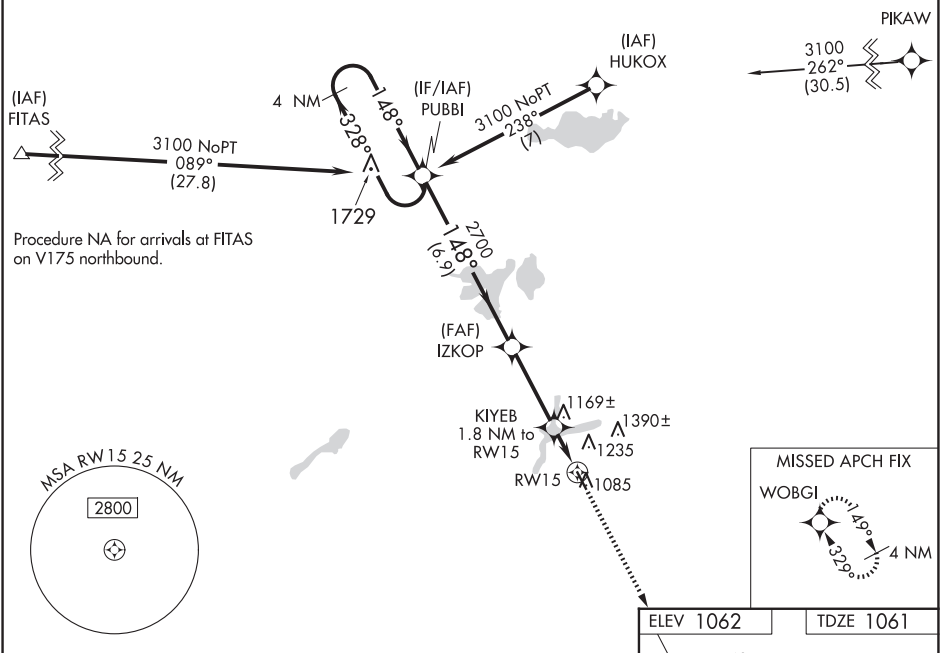
Rwy Idg  
TDZE **1061**  
Apt Elev **1062**

**RNAV (GPS) RWY 15**  
HUTCHINSON MUNI/BUTLER FLD (HCD)

**⚠** Baro-VNAV NA when using Glencoe altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Glencoe altimeter setting. When local altimeter setting not received, use Glencoe altimeter setting and increase all DA 43 feet and LPV and LNAV/VNAV all Cats visibility ½ mile; increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct WOBGI and hold.

|                          |  |                       |                                 |
|--------------------------|--|-----------------------|---------------------------------|
| AWOS-3<br><b>118.525</b> | MINNEAPOLIS CENTER<br><b>127.1 290.2</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|--|-----------------------|---------------------------------|



4 NM Holding Pattern  
PUBBI

3100 ← 328°  
148° →

GP 3.00°  
TCH 40

IZKOP  
2700

KIYEB  
1.8 NM to RW15

\*1 NM to RW15

RW15

6.9 NM

3.2 NM

0.8 NM

1 NM

3000 WOBGI

\*1640

\*LNAV only

| CATEGORY     | A        | B             | C                     | D  |
|--------------|----------|---------------|-----------------------|----|
| LPV DA       | 1311-7/8 | 250 (300-7/8) |                       | NA |
| LNAV/VNAV DA | 1328-7/8 | 267 (300-7/8) |                       | NA |
| LNAV MDA     | 1420-1   | 359 (400-1)   |                       | NA |
| CIRCLING     | 1540-1   | 478 (500-1)   | 1740-2<br>678 (700-2) | NA |

ELEV 1062

TDZE 1061

148°

4000 X-75

33

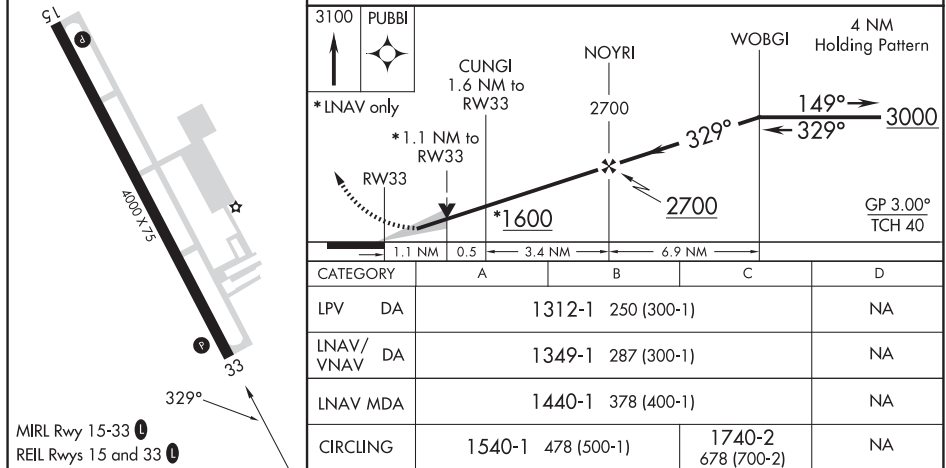
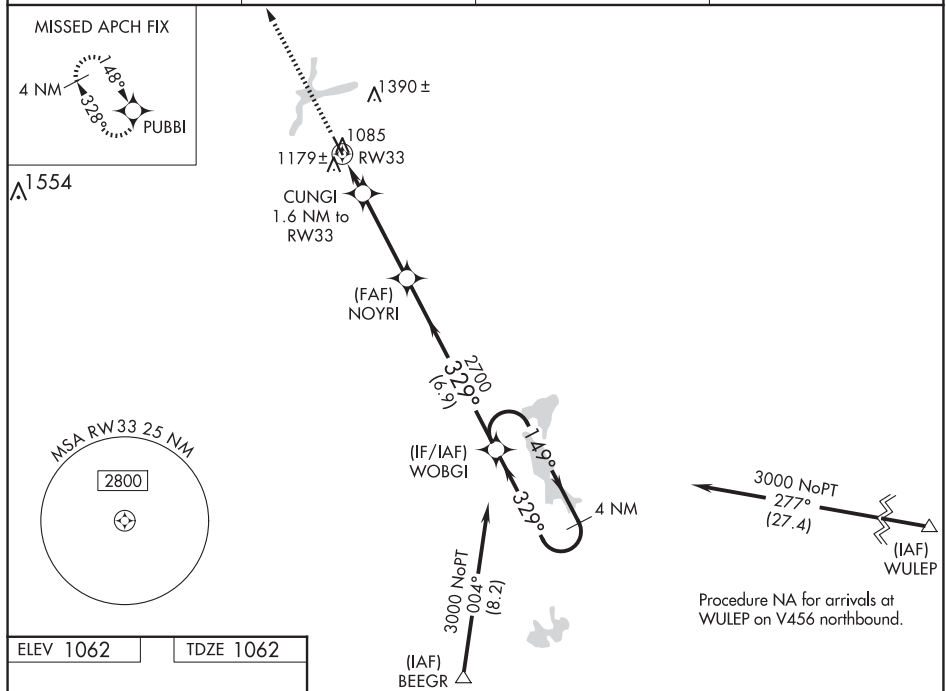
MIRL Rwy 15-33 0

REIL Rwy 15 and 33 0

# RNAV (GPS) RWY 33

## HUTCHINSON MUNI/BUTLER FLD (HCD)

|                          |  |                       |                                 |
|--------------------------|--|-----------------------|---------------------------------|
| AWOS-3<br><b>118.525</b> | MINNEAPOLIS CENTER<br><b>127.1 290.2</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF) ①</b> |
|--------------------------|--|-----------------------|---------------------------------|



HUTCHINSON MUNI/BUTLER FLD (HCD)

RNAV (GPS) RWY 33

NC-1, 12 JUN 2025 to 07 AUG 2025



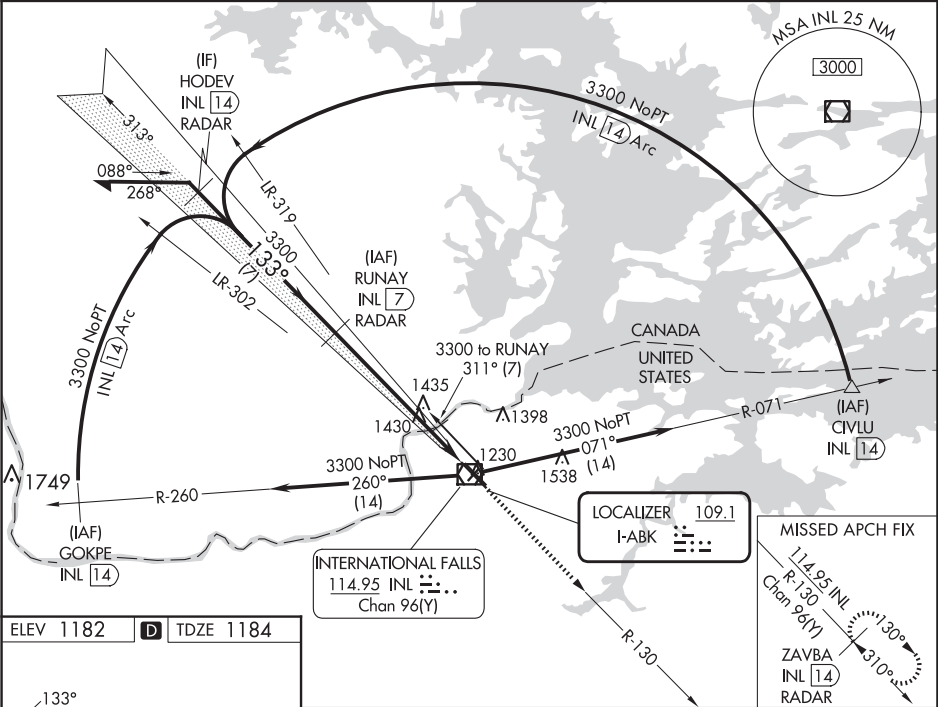
|                           |                        |                             |   |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-ABK<br><b>109.1</b> | APP CRS<br><b>133°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7400</b><br><b>1184</b><br><b>1182</b> |
|---------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 13

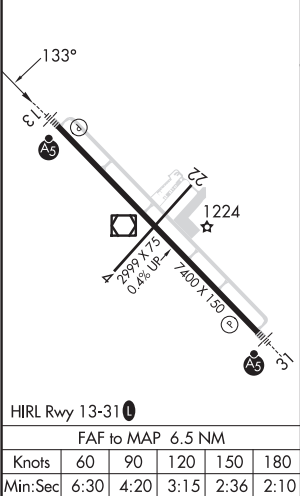
FALLS INTL/EINARSON FLD (INTL)

|  |                          |   |
|--|--------------------------|---|
| DME or RADAR required.   | MALSR                    | MISSED APPROACH: Climb to 3400 on INL VOR/DME R-130 to ZAVBA/INL 14 DME/RADAR and hold. |
| <div><div>NA</div><div>Circling Rwy 4, 22 NA at night. Caution opposing ILS continuously on. DME from INL VOR/DME. DME use requires simultaneous reception of I-ABK and INL DME.</div></div> | <div><div>AS</div></div> |   |

|                      |  |                               |
|----------------------|--|-------------------------------|
| ASOS<br><b>120.0</b> | MINNEAPOLIS CENTER<br><b>120.9 377.1</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|----------------------|--|-------------------------------|



|           |   |           |
|-----------|---|-----------|
| ELEV 1182 | D | TDZE 1184 |
|-----------|---|-----------|



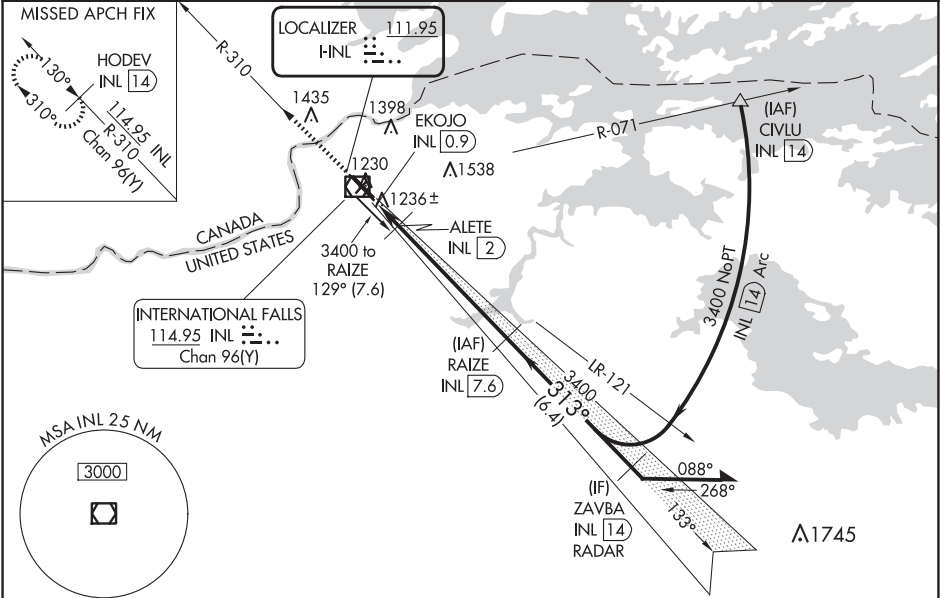
|          |                     |             |             |              |
|----------|---------------------|-------------|-------------|--------------|
|          | Runway 13-31        |             |             |              |
|          | Remain within 10 NM |             |             |              |
|          | 3300                |             |             |              |
|          | HODEV INL 14 RADAR  |             |             |              |
|          | 3300                |             |             |              |
|          | GS 3.00° TCH 50     |             |             |              |
|          | 7 NM 4.9 NM 1.6 NM  |             |             |              |
| CATEGORY | A                   | B           | C           | D            |
| S-ILS 13 | 1384-½ 200 (200-½)  |             |             |              |
| S-LOC 13 | 1760-½              | 576 (600-½) | 1760-1¼     | 576 (600-1¼) |
| CIRCLING | 1760-1              | 578 (600-1) | 1900-2      | 1900-2¼      |
|          |                     |             | 718 (800-2) | 718 (800-2¼) |

|                            |                        |                             |   |
|----------------------------|------------------------|-----------------------------|---|
| LOC I-INL<br><b>111.95</b> | APP CRS<br><b>313°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7400</b><br><b>1166</b><br><b>1182</b> |
|----------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 31  
FALLS INTL/EINARSON FLD (INL)

|  |           |   |
|--|-----------|---|
| DME required.<br>Circling Rwy 4, 22 NA at night.<br>Autopilot coupled approach NA below 1731 feet.<br>#DME from INL VOR/DME. | MALSR<br> | MISSED APPROACH: Climb to 3300 on INL<br>VOR/DME R-310 to HODEV/INL 14 DME<br>and hold. |
|--|-----------|---|

|                      |  |                               |
|----------------------|--|-------------------------------|
| ASOS<br><b>120.0</b> | MINNEAPOLIS CENTER<br><b>120.9 377.1</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|----------------------|--|-------------------------------|



ELEV 1182

D

TDZE 1166

HIRL Rwy 13-31

D

3300

INL R-310

HODEV

INL 14

| CATEGORY            | A                     | B                     | C                     | D                       |
|---------------------|-----------------------|-----------------------|-----------------------|-------------------------|
| S-ILS 31            | 1366-½ 200 (200-½)    |                       |                       |                         |
| S-LOC 31            | 1620-½ 454 (500-½)    |                       | 1620-⅞ 454 (500-⅞)    |                         |
| CIRCLING            | 1620-1<br>438 (500-1) | 1680-1<br>498 (500-1) | 1900-2<br>718 (800-2) | 1900-2¼<br>718 (800-2¼) |
| ALETE FIX MINIMUMS# |                       |                       |                       |                         |
| S-LOC 31            | 1500-½ 334 (400-½)    |                       |                       |                         |
| CIRCLING            | 1620-1<br>438 (500-1) | 1680-1<br>498 (500-1) | 1900-2<br>718 (800-2) | 1900-2¼<br>718 (800-2¼) |

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>53706</b><br><b>W13A</b> | APP CRS<br><b>133°</b> | Rwy Idg <b>7400</b><br>TDZE <b>1184</b><br>Apt Elev <b>1182</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13

FALLS INTL/EINARSON FLD (INL)

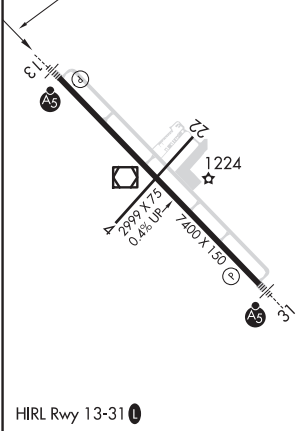
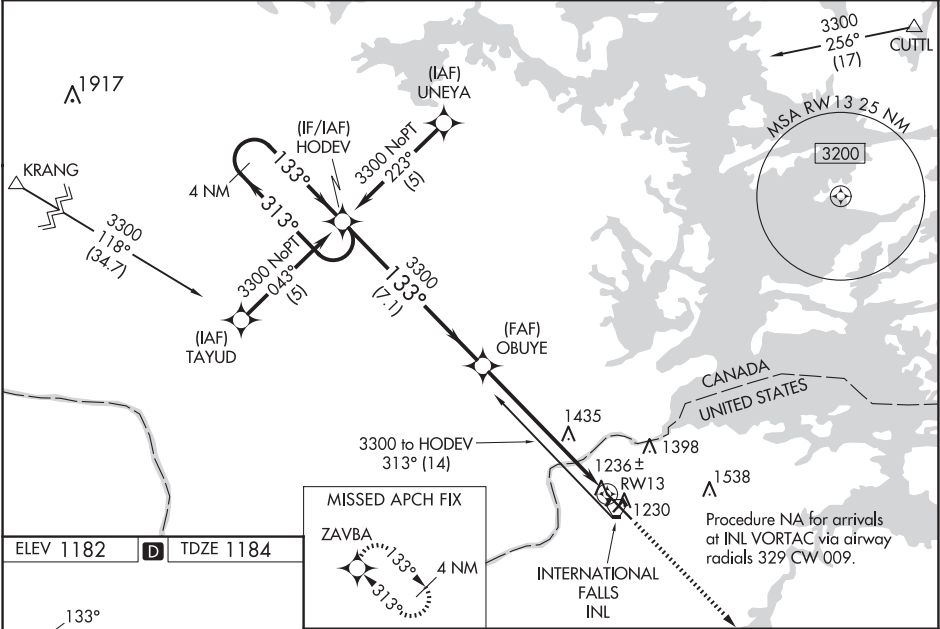
When local altimeter setting not received, use Baudette altimeter setting: increase LPV DA to 1561 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1796 feet and visibility all Cats ¾ SM; increase all MDAs 140 feet and visibility LNAV Cat C and D and Circling Cat C and D ½ SM. For inop MALSRR when using Baudette altimeter setting, increase LPV visibility ½ mile all Cats, inop table does not apply to LNAV/VNAV. VDP NA when using Baudette altimeter setting. Baro-VNAV NA when using Baudette altimeter setting. Circling to Rwy 4-22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSRR



MISSED APPROACH:  
Climb to 3400 direct  
ZAVBA and hold.

|                      |  |                               |
|----------------------|--|-------------------------------|
| ASOS<br><b>120.0</b> | MINNEAPOLIS CENTER<br><b>120.9 377.1</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|----------------------|--|-------------------------------|



|                      |         |             |                       |                         |       |
|----------------------|---------|-------------|-----------------------|-------------------------|-------|
| 4 NM Holding Pattern |         | HODEV       | OBUYE                 | 3400                    | ZAVBA |
| 3300                 |         | 313°        | 133°                  | 3300                    |       |
| GP 3.00°<br>TCH 50   |         |             |                       |                         |       |
|                      |         | 7.1 NM      | 4.8 NM                | 1.6                     |       |
| CATEGORY             | A       | B           | C                     | D                       |       |
| LPV DA               | 1434-½  |             | 250 (300-½)           |                         |       |
| LNAV/VNAV DA         | 1669-1¼ |             | 485 (500-1¼)          |                         |       |
| LNAV MDA             | 1760-½  | 576 (600-½) | 1760-1<br>576 (600-1) | 1760-1¼<br>576 (600-1¼) |       |
| CIRCLING             | 1760-1  | 578 (600-1) | 1900-2<br>718 (800-2) | 1900-2¼<br>718 (800-2¼) |       |

RNAV (GPS) RWY 31  
FALLS INTL/EINARSON FLD (INL)

**V** When local altimeter setting not received, use Baudette altimeter setting: increase LPV DA to 1589 feet and visibility all Cats  $\frac{1}{2}$  SM; increase LNAV/VNAV DA to 1627 feet and visibility all Cats  $\frac{1}{2}$  SM; increase all MDAs 140 feet and visibility LNAV Cat C  $\frac{1}{2}$  SM and Circling Cat C and D  $\frac{1}{2}$  SM. For nonp MALSR when using Baudette altimeter setting, increase LPV visibility  $\frac{1}{2}$  mile all Cats. For nonp MALSR, increase LPV visibility  $\frac{1}{2}$  mile all Cats, inop table does not apply to LNAV Cat D. VDP NA when using Baudette altimeter setting. Baro-VNAV NA when using Baudette altimeter setting. Circling to Rwy 4-22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR



**MISSED APPROACH:**  
Climb to 3300 direct  
HODEV and hold.

ASOS  
120.0

MINNEAPOLIS CENTER  
120.9 377.1

UNICOM  
122.8 (CTAF) 

MISSED APCH FIX



INTERNATIONAL FALLS INL

CANADA

UNITED STATES

1435

1398

1230

1233±

1230±

1538

RW31

BIPSE

3.1 NM to RW31

3400 to ZAVBA

133° (14)

(FAF) HOLIV

3400

313°

(IF/IAF) ZAVBA

3400 NoPT

043°

133°

313°

4 NM

(IAF) RAXUE

3600

050°

(IAF) TAGUC

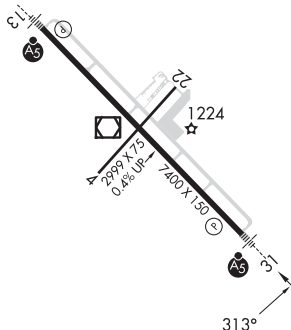
1745

DZE 1166

BEBEL

ELEV 1182

**D** TDZE 1166

HIRL Rwy 13-31 **L**

\*INAV only.

HOLDING PATTERN

GP 3.00°  
TCH 45

| CATEGORY      | A                     | B                     | C                     | D                       |
|---------------|-----------------------|-----------------------|-----------------------|-------------------------|
| LPV DA        |                       | 1462-½                | 296 (300-½)           |                         |
| LNAV/<br>VNAV | DA                    | 1500-¾                | 334 (400-¾)           |                         |
| LNAV MDA      |                       | 1500-½                | 334 (400-½)           | 1500-1<br>334 (400-1)   |
| CIRCLING      | 1620-1<br>438 (500-1) | 1680-1<br>498 (500-1) | 1900-2<br>718 (800-2) | 1900-2¼<br>718 (800-2¼) |

INTERNATIONAL FALLS, MINNESOTA

Orig-B 30DEC21

FALLS INTL/EINARSON FLD (INL)

RNAV (GPS) RWY 31

48°34'N-93°24'W

NC-1, 12 JUN 2025 to 07 AUG 2025

|                   |             |          |             |
|-------------------|-------------|----------|-------------|
| VORTAC INL        | APP CRS     | Rwy Idg  | 7400        |
| <b>114.95</b>     | <b>134°</b> | TDZE     | <b>1184</b> |
| Chan <b>96(Y)</b> |             | Apt Elev | <b>1182</b> |

VOR RWY 13

FALLS INTL/EINARSON FLD (INL)

▼

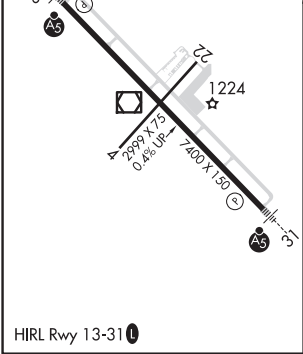
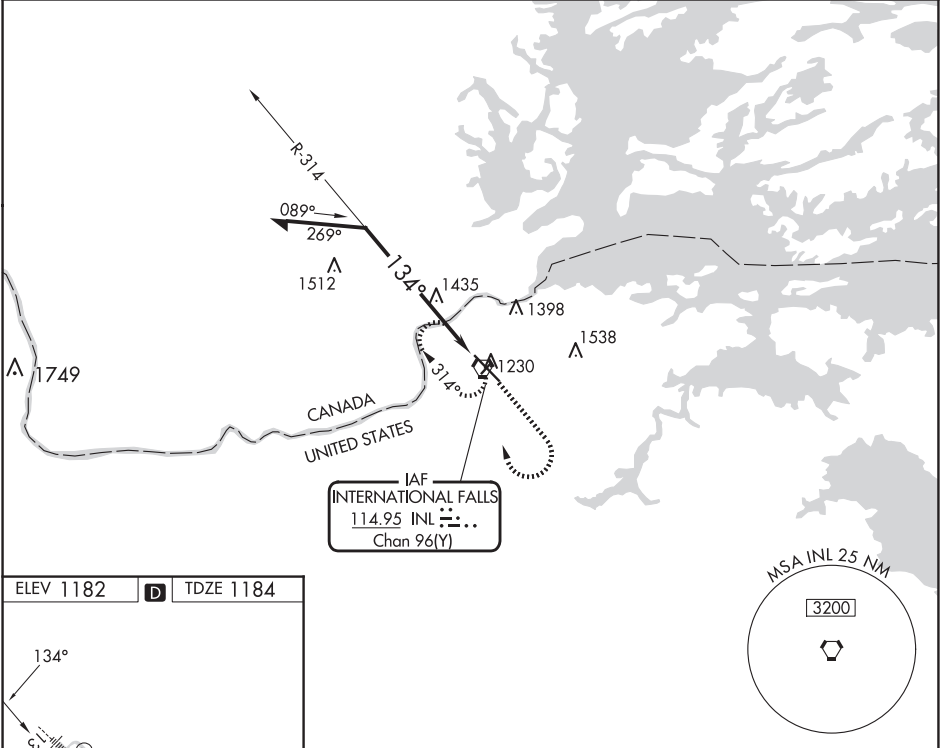
⚠

Circling to Rwy 4-22 NA at night. VDP NA when using Baudette altimeter setting. When local altimeter setting not received, use Baudette altimeter setting and increase all MDAs 140 feet, and S-13 Cats A/B visibility ¼ mile, Cats C/D visibility ½ mile. Increase Circling Cat B visibility ¼ mile, Cat C and D ½ mile. For inop MALSR when using Baudette altimeter setting, increase S-13 Cat A visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 2900 then right turn direct INL VORTAC and hold.

|                      |  |                                 |
|----------------------|--|---------------------------------|
| ASOS<br><b>120.0</b> | MINNEAPOLIS CENTER<br><b>120.9 377.1</b> | UNICOM<br><b>122.8 (CTAF)</b> 1 |
|----------------------|--|---------------------------------|



Remain within 10 NM

INL VORTAC

2900

314°

INL 2.5

134°

2 NM

2900

↑

↷

INL

| CATEGORY | A                  | B | C                    | D                    |
|----------|--------------------|---|----------------------|----------------------|
| S-13     | 1880-½ 696 (700-½) |   | 1880-1½ 696 (700-1½) | 1880-1¾ 696 (700-1¾) |
| CIRCLING | 1880-1 698 (700-1) |   | 1900-2 718 (800-2)   | 1900-2¼ 718 (800-2¼) |

INTERNATIONAL FALLS, MINNESOTA

AL-5092 (FAA)

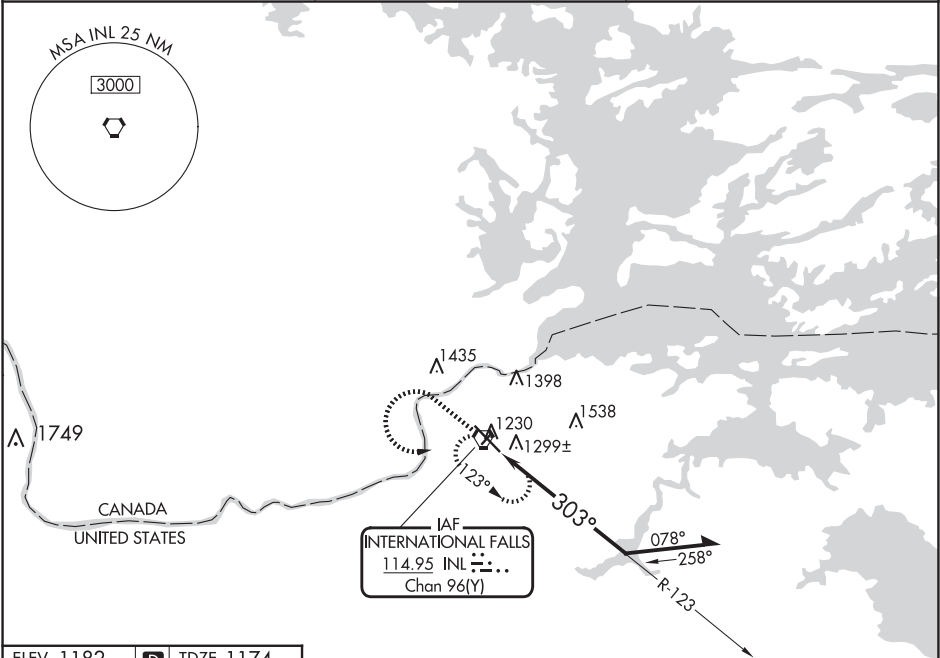
25051

|  |                        |   |
|--|------------------------|---|
| VORTAC INL<br><b>114.95</b><br>Chan <b>96(Y)</b> | APP CRS<br><b>303°</b> | Rwy Idg<br>TDZE <b>1174</b><br>Apt Elev <b>1182</b> |
|--|------------------------|---|

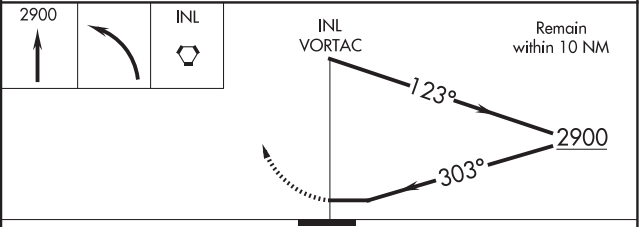
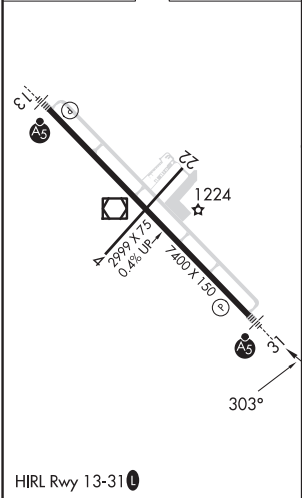
VOR RWY 31  
FALLS INTL/EINARSON FLD (INL)

|   |          |   |
|---|----------|---|
| <br>For inop MALS, increase S-31 Cat D visibility to 1 1/4. Circling to Rwy 4-22 NA at night. | <br>MALS | MISSED APPROACH: Climb to 2900 then left turn direct INL VORTAC and hold. |
|---|----------|---|

|                      |  |                               |
|----------------------|--|-------------------------------|
| ASOS<br><b>120.0</b> | MINNEAPOLIS CENTER<br><b>120.9 377.1</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|----------------------|--|-------------------------------|



|           |          |           |
|-----------|----------|-----------|
| ELEV 1182 | <b>D</b> | TDZE 1174 |
|-----------|----------|-----------|



| CATEGORY | A           | B             | C           | D               |
|----------|-------------|---------------|-------------|-----------------|
| S-31     | 1600-1/2    | 426 (500-1/2) | 1600-3/4    | 1600-1          |
| CIRCLING | 1620-1      | 1680-1        | 1900-2      | 1900-2 1/4      |
|          | 438 (500-1) | 498 (500-1)   | 718 (800-2) | 718 (800-2 1/4) |

INTERNATIONAL FALLS, MINNESOTA  
Amdt 15C 30DEC21

48°34'N-93°24'W

FALLS INTL/EINARSON FLD (INL)  
VOR RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

# COPTER ILS or LOC RWY 31

**MISSED APPROACH:** Climb to 3300 on INL VOR/DME R-310 to HODEV/INL 14 DME/RADAR and hold.

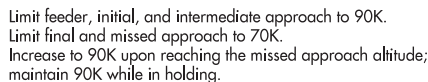
UNICOM  
122.8 (CTAF) **L**

Diagram of HIRL Rwy 13-31 showing a 7400x130 ft runway with a 0.4% up slope. The diagram includes a 299x13 ft taxiway, a 1224 ft distance to a star symbol, and a 313° heading.

| FAF to MAP 6.7 NM |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| Knots             | 45   | 60   | 75   | 90   | 105  |
| Min:Sec           | 8:57 | 6:42 | 5:22 | 4:28 | 3:50 |

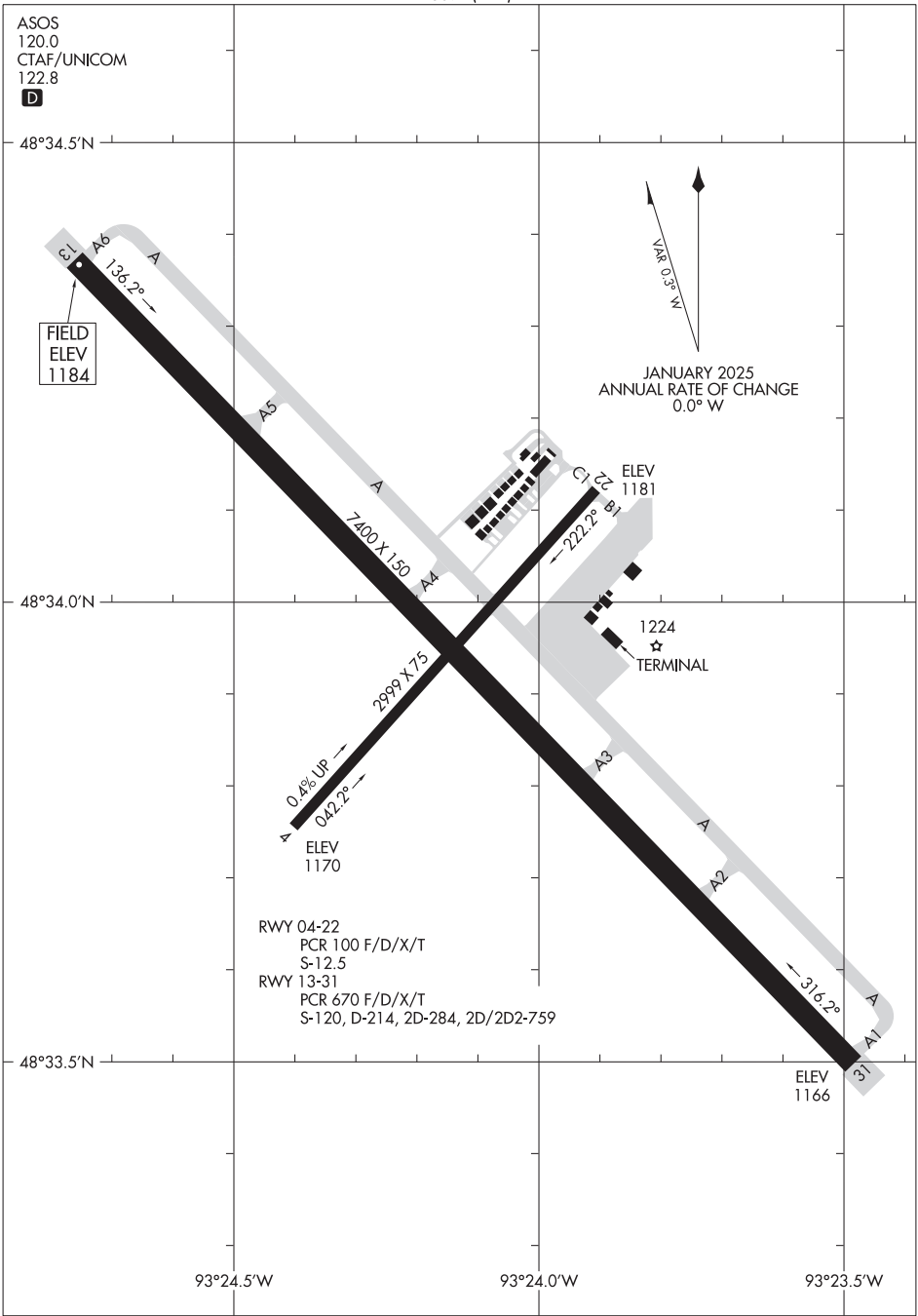
The diagram illustrates the flight envelope of the H-115B helicopter, plotting Altitude (ft) on the vertical axis against Airspeed (kt) on the horizontal axis. Key performance boundaries and limits are defined as follows:

- 3300 ft Limit:** Indicated by an upward arrow and the text "INL R-310".
- HODEV INL 14:** A horizontal line at 14,000 ft.
- RAIZE INL 7.6:** A line starting at 3,400 ft and sloping upwards to the right.
- Remain within 10 NM:** A line starting at 3,400 ft and sloping downwards to the right at an angle of 133°.
- 3400 ft Limit:** A horizontal line at 3,400 ft.
- 313°:** An angle indicating a specific flight path or limit.
- 3400:** A point or limit marked on the 3,400 ft line.
- GS 3.00° TCH 45:** A line sloping upwards to the right at an angle of 3.00°.
- ALETE INL 2:** A horizontal line at 2,000 ft.
- EKOJO INL 0.9:** A horizontal line at 900 ft.
- 1620:** A point or limit marked on the 1,620 ft line.
- 0.2, 1.1 NM, 5.6 NM:** Horizontal distance markers along the bottom axis.

The diagram is divided into two main sections: "CATEGORY" and "COPTER".

| CATEGORY             | COPTER                 |
|----------------------|------------------------|
| H-ILS 31             | 1366-1/2 200 (200-1/2) |
| H-LOC 31             | 1620-1/2 454 (500-1/2) |
| ALETE FIX MINIMUMS # |                        |
| H-LOC 31             | 1500-1/2 334 (400-1/2) |

NC-1, 12 JUN 2025 to 07 AUG 2025



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



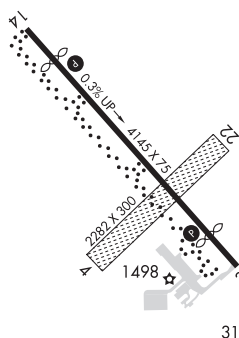


RNAV (GPS) RWY 32  
JACKSON MUNI (MJQ)

**MISSED APPROACH:** Climb to 3100 direct FETGI and hold.

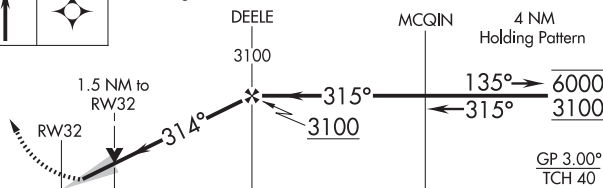
UNICOM  
122.8 (CTAF) **L**[illegible]


TDZE 1446



|   |   |
|---|---|
| 3100  | FETGI   |
|  |  |

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).



| CATEGORY   |     | A                    | B                          | C | D  |
|--|-----|----------------------|----------------------------|---|----|
| LPV  | DA  | 1696-1               | 250 (300-1)                |   | NA |
| LNAV/<br>VNAV  | DA  | 1960-1 $\frac{3}{8}$ | 514 (600-1 $\frac{3}{8}$ ) |   | NA |
| LNAV   | MDA | 1960-1               | 514 (600-1)                |   | NA |
|  CIRCLING |     | 2040-1               | 594 (600-1)                |   | NA |

JACKSON MUNI (MJQ)  
RNAV (GPS) RWY 32

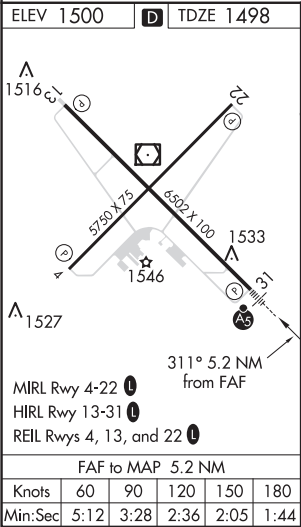
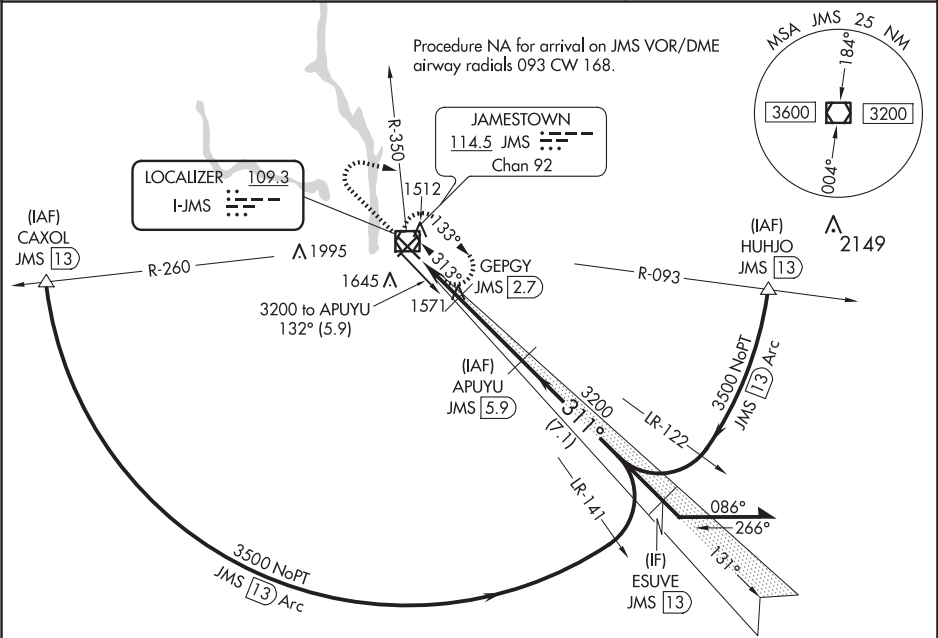
|           |         |          |      |
|-----------|---------|----------|------|
| LOC I-JMS | APP CRS | Rwy Idg  | 6502 |
| 109.3     | 311°    | TDZE     | 1498 |
|           |         | Apt Elev | 1500 |

ILS or LOC RWY 31

JAMESTOWN RGNL (JMS)

|  |   |  |
|--|---|--|
| <div><div>Autopilot coupled approach NA below 1900. DME required.</div><div>NA</div><div>DME from JMS VOR/DME. Simultaneous reception of I-JMS and JMS VOR/DME required.</div></div> | <div>MALSR</div> <div><div></div></div> | <div>MISSED APPROACH: Climb to 3200 then right turn heading 100° and on JMS VOR/DME R-350 to JMS VOR/DME and hold.</div> |
|--|---|--|

|                 |                                   |                          |
|-----------------|-----------------------------------|--------------------------|
| ASOS<br>118.425 | MINNEAPOLIS CENTER<br>124.2 270.3 | UNICOM<br>123.0 (CTAF) 0 |
|-----------------|-----------------------------------|--------------------------|



DME REQUIRED

|            |                    |              |                         |                  |                         |   |
|------------|--------------------|--------------|-------------------------|------------------|-------------------------|---|
| 3200<br>↑  | hdg<br>100°        | JMS<br>R-350 | JMS<br>                 | APUYU<br>JMS 5.9 | Remain<br>within 10 NM  |   |
| * LOC only |                    | * JMS 1.8    | GEPGY<br>JMS 2.7        | 3200             | 131°                    |   |
| JMS 0.7    |                    |              |                         | 311°             | 3200                    |   |
|            |                    |              |                         | 3200             | GS 3.00°<br>TCH 50      |   |
| 1 NM       |                    | 1 NM         |                         | 3.2 NM           |                         |   |
| CATEGORY   | A                  |              | B                       |                  | C                       | D |
| S-ILS 31   | 1698-½ 200 (200-½) |              |                         |                  |                         |   |
| S-LOC 31   | 1880-½             | 382 (400-½)  | 1880-⅝                  |                  | 382 (400-⅝)             |   |
| CIRCLING   | 1960-1             | 460 (500-1)  | 2000-1½<br>500 (500-1½) |                  | 2300-2½<br>800 (800-2½) |   |

JAMESTOWN, NORTH DAKOTA

AL-685 (FAA)

21168

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>97505</b><br><b>W04A</b> | APP CRS<br><b>041°</b> | Rwy Idg<br>TDZE <b>1496</b><br>Apt Elev <b>1500</b> |
|--|------------------------|---|

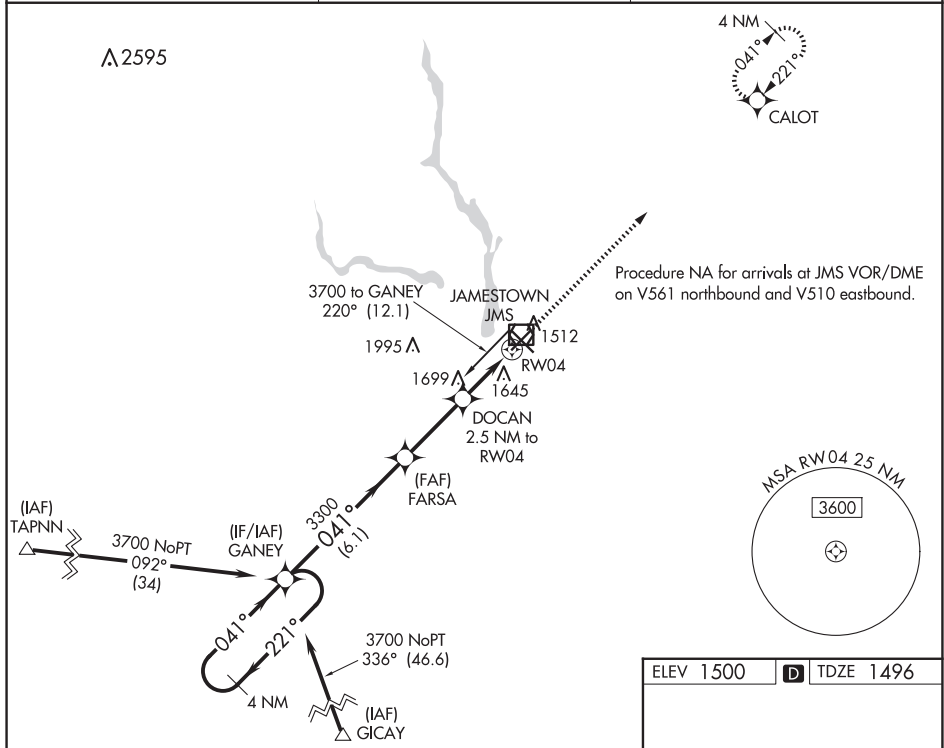
# RNAV (GPS) RWY 4

JAMESTOWN RGNL (JMS)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 direct CALOT and hold.

|                        |  |                                 |
|------------------------|--|---------------------------------|
| ASOS<br><b>118.425</b> | MINNEAPOLIS CENTER<br><b>124.2 270.3</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|------------------------|--|---------------------------------|



|  |  |   |   |  |
|--|--|---|---|--|
| <div>4 NM Holding Pattern</div> <div>3700 ← 221° 041° →</div> <div>GP 3.00° TCH 45</div> |  | <div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 22).</div> <div>GANEY</div> <div>FARSA</div> <div>3300</div> <div>DOCAN 2.5 NM to RW04</div> <div>*1.5 NM to RW04</div> <div>*2340</div> <div>6.1 NM</div> <div>2.9 NM</div> <div>1 NM</div> <div>1.5 NM</div> |   | <div>3300</div> <div>CALOT</div> <div>*LNAV only</div> |
|  |  | <div>CATEGORY</div> <div>A</div> <div>B</div> <div>C</div> <div>D</div>   |   | <div>3300</div> <div>CALOT</div> <div>*LNAV only</div> |
| <div>LPV</div> <div>DA</div>   | <div>1746-1</div> <div>250 (300-1)</div>   |   |   |  |
| <div>LNAV/VNAV</div> <div>DA</div>   | <div>1930-1½</div> <div>434 (500-1½)</div> |   |   |  |
| <div>LNAV</div> <div>MDA</div>   | <div>2000-1</div> <div>504 (500-1)</div>   |   | <div>2000-1½</div> <div>504 (500-1½)</div>  |  |
| <div>CIRCLING</div>  | <div>2000-1</div> <div>500 (500-1)</div>   |   | <div>2000-1½</div> <div>500 (500-1½)</div> <div>2300-2½</div> <div>800 (800-2½)</div> |  |

ELEV 1500 **D** TDZE 1496

MIRL Rwy 4-22 **0**

HIRL Rwy 13-31 **0**

REIL Rwys 4, 13, and 22 **0**

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

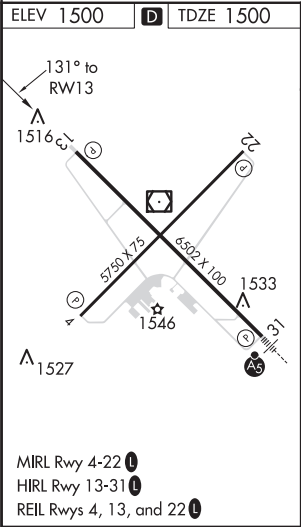
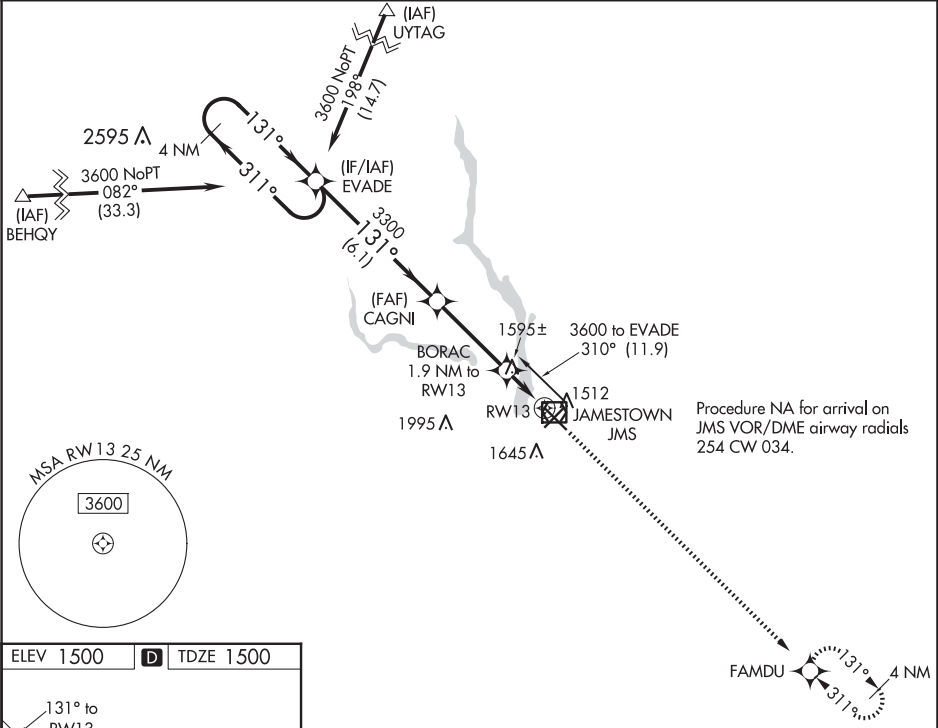
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>65805</b><br><b>W13A</b> | APP CRS<br><b>131°</b> | Rwy Idg<br>TDZE <b>1500</b><br>Apt Elev <b>1500</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13

JAMESTOWN RGNL (JMS)

|  |   |
|--|---|
| <div><div>▼</div><div>▲</div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Rwy 13 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.</div> | MISSED APPROACH: Climb to 3500 direct FAMDU and hold. |
|--|---|

|                        |  |                                 |
|------------------------|--|---------------------------------|
| ASOS<br><b>118.425</b> | MINNEAPOLIS CENTER<br><b>124.2 270.3</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|------------------------|--|---------------------------------|



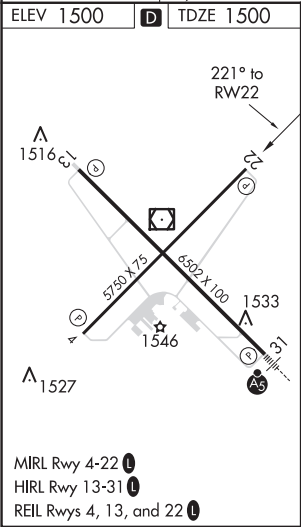
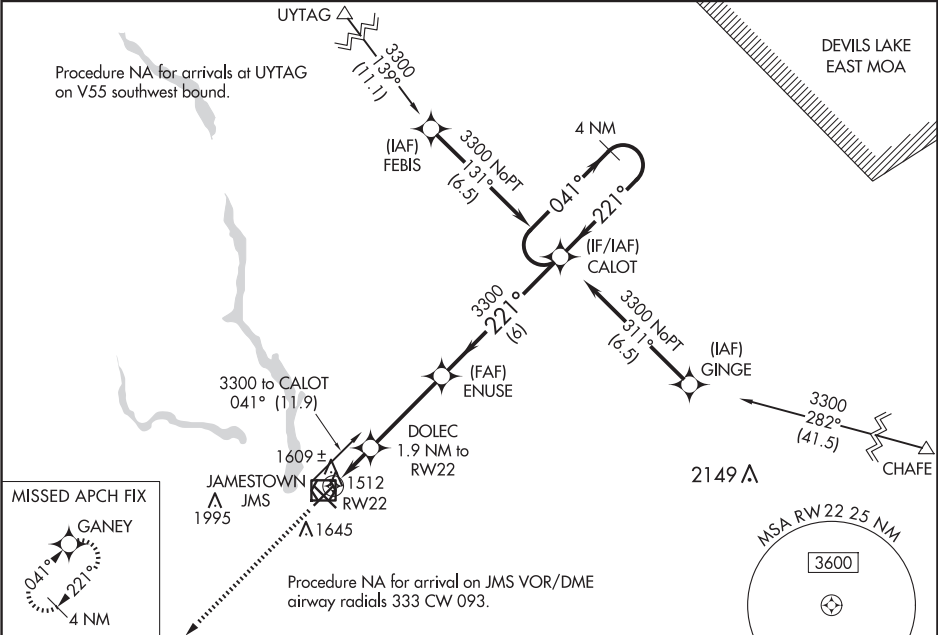
|              |                      |             |             |                      |              |              |
|--------------|----------------------|-------------|-------------|----------------------|--------------|--------------|
|              | 4 NM Holding Pattern | EVADE       | CAGNI       | BORAC 1.9 NM to RW13 | 3500         | FAMDU        |
|              | 3600                 | 311°        | 131°        | 131°                 |              |              |
|              | GP 3.00°             |             | 3300        | *1 NM to RW13        |              |              |
|              | TCH 52               |             | *2160       |                      |              |              |
|              |                      | 6.1 NM      | 3.5 NM      | 0.9 NM               | 1 NM         |              |
| CATEGORY     | A                    | B           | C           | D                    |              |              |
| LPV DA       |                      | 1787-1      | 287 (300-1) |                      |              |              |
| LNAV/VNAV DA |                      | 1820-1      | 320 (400-1) |                      |              |              |
| LNAV MDA     |                      | 1860-1      | 360 (400-1) |                      | 1860-1¼      | 360 (400-1¼) |
| CIRCLING     | 1960-1               | 460 (500-1) | 2000-1½     | 2300-2½              | 500 (500-1½) | 800 (800-2½) |

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>70505</b><br><b>W22A</b> | APP CRS<br><b>221°</b> | Rwy Idg<br>TDZE <b>1500</b><br>Apt Elev <b>1500</b> |
|--|------------------------|---|

RNAV (GPS) RWY 22

JAMESTOWN RGNL (JMS)

|   |  |   |
|---|--|---|
| <div><div></div><div></div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.</div> |  | MISSED APPROACH: Climb to 3700 direct GANEY and hold. |
| ASOS<br><b>118.425</b>  | MINNEAPOLIS CENTER<br><b>124.2 270.3</b> | UNICOM<br><b>123.0 (CTAF) 0</b>                       |



|                        |  |   |  |
|------------------------|--|---|--|
| ELEV 1500              |  | TDZE 1500   |  |
| 221° to RW22           |  | 3700 GANEY  |  |
| 1516                   |  | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 21).                |  |
| 1533                   |  | DOLEC 1.9 NM to RW22  |  |
| 1546                   |  | ENUSE 3300  |  |
| 1527                   |  | CALOT 4 NM Holding Pattern  |  |
| 5750-175               |  | 041° 3300   |  |
| 6502-100               |  | 221°  |  |
| 1531                   |  | GP 3.00° TCH 45   |  |
| 1546                   |  | 1.1 NM 0.9 NM 3.6 NM 6 NM   |  |
| 1531                   |  | CATEGORY A B C D  |  |
| 1527                   |  | LPV DA 1750-3/4 250 (300-3/4)   |  |
| MIRL Rwy 4-22          |  | LNAV/VNAV DA 1790-1 290 (300-1)   |  |
| HIRL Rwy 13-31         |  | LNAV MDA 1860-1 360 (400-1)   |  |
| REIL Rwy 4, 13, and 22 |  | CIRCLING 1960-1 460 (500-1) 2000-1 1/2 500 (500-1/2) 2300-2 1/2 800 (800-2 1/2) |  |

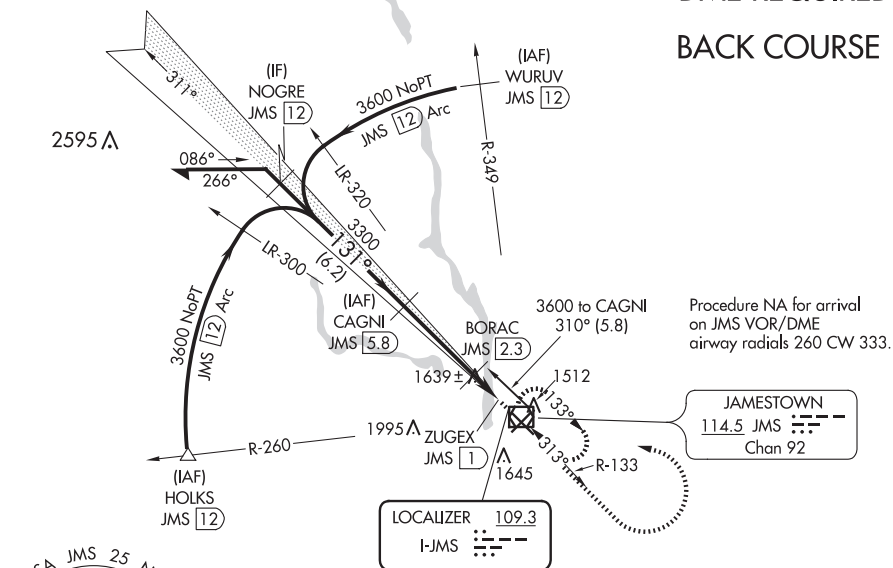


LOC BC RWY 13  
JAMESTOWN RGNL (JMS)

**MISSED APPROACH:** Climb to 3600 then left turn direct JMS VOR/DME and hold.

UNICOM  
123.0 (CTAF) **L**

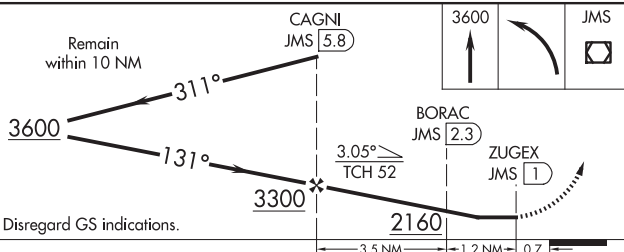
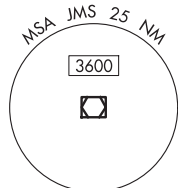
DME REQUIRED  
BACK COURSE



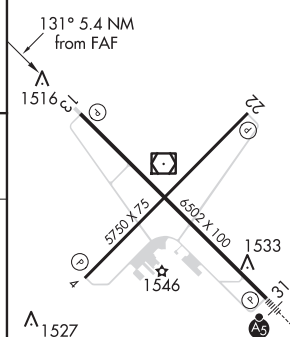
Procedure NA for arrival  
on JMS VOR/DME  
airway radials 260 CW 333.

JAMESTOWN  
14.5 JMS   
Chan 92

LOCALIZER 109.3



|           |          |           |
|-----------|----------|-----------|
| ELEV 1500 | <b>D</b> | TDZE 1500 |
|-----------|----------|-----------|



MIRL Rwy 4-22 **L**  
HIRL Rwy 13-31 **L**  
REIL Rwy 4, 13, and 22 **L**

JAMESTOWN RGNL (JMS)  
LOC BC RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025



|             |         |          |      |
|-------------|---------|----------|------|
| VOR/DME JMS | APP CRS | Rwy Idg  | 6502 |
| 114.5       | 123°    | TDZE     | 1500 |
| Chan 92     |         | Apt Elev | 1500 |

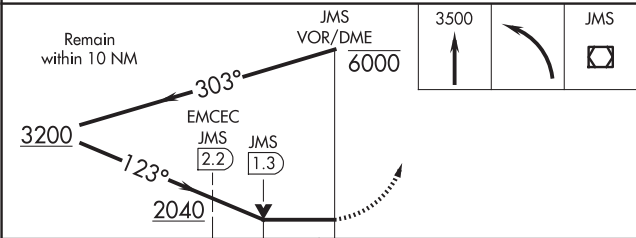
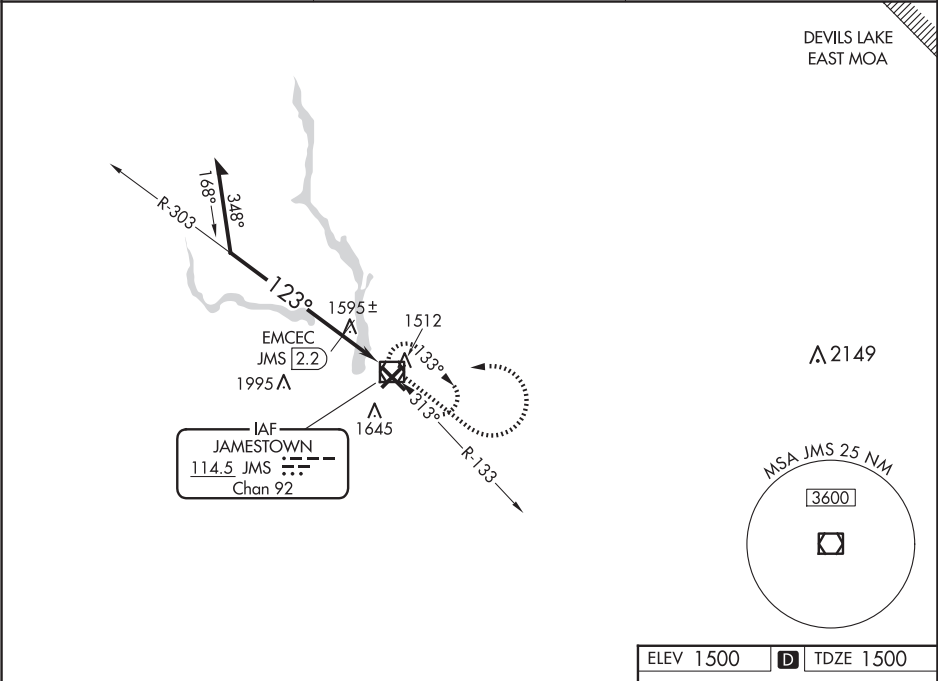
VOR RWY 13

JAMESTOWN RGNL (JMS)

Rwy 13 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3500 then left turn direct JMS VOR/DME and hold.

|                 |                                   |                                 |
|-----------------|-----------------------------------|---------------------------------|
| ASOS<br>118,425 | MINNEAPOLIS CENTER<br>124.2 270.3 | UNICOM<br>123.0 (CTAF) <b>1</b> |
|-----------------|-----------------------------------|---------------------------------|



ELEV 1500

**D**

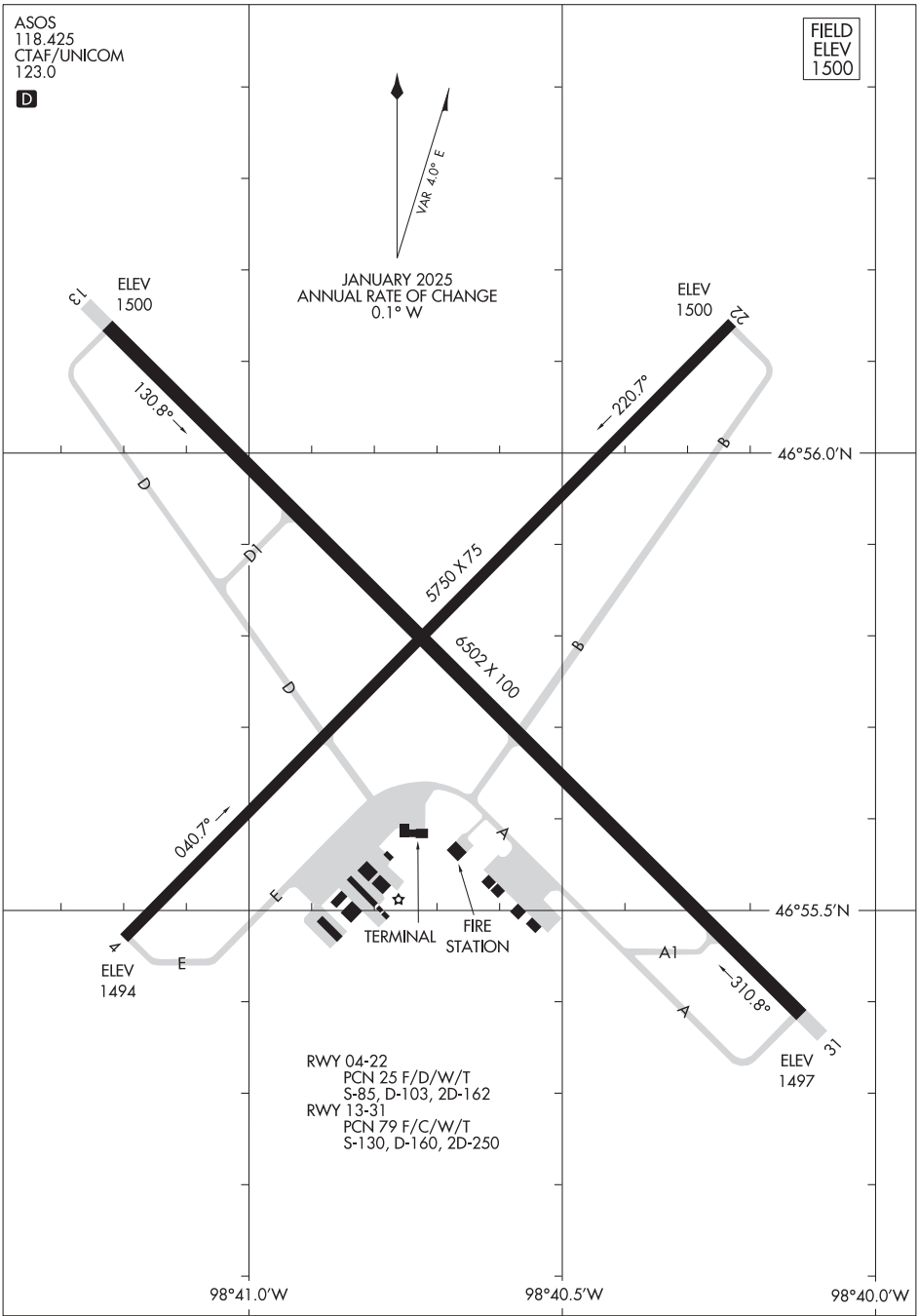
TDZE 1500

MIRL Rwy 4-22 **1**

HIRL Rwy 13-31 **1**

REIL Rws 4, 13, and 22 **1**





KENMARE, NORTH DAKOTA

AL-9453 (FAA)

23222

APP CRS  
**260°**

Rwy Idg **3700**  
TDZE **1960**  
Apt Elev **1962**

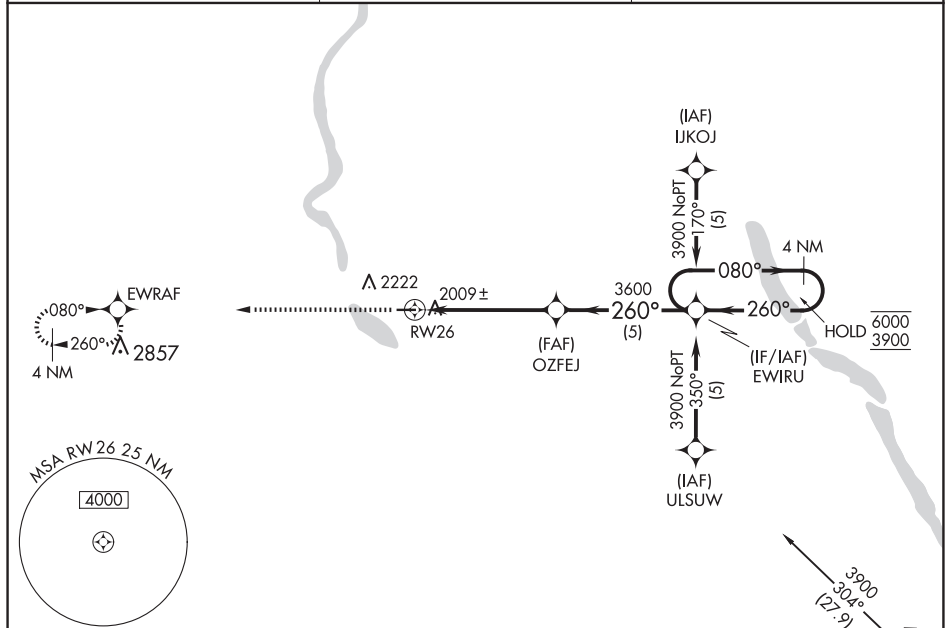
**RNAV (GPS) RWY 26**  
KENMARE MUNI (7K5)

RNP APCH.  
▼  
▲ NA

Procedure NA at night.  
Use Minot Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct EWRAF and hold.

|                            |                                       |                                 |
|----------------------------|---------------------------------------|---------------------------------|
| MOT ASOS<br><b>118.725</b> | MINOT APP CON *<br><b>119.6 363.8</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|---------------------------------------|---------------------------------|



ELEV 1962

TDZE 1960

4000

EWRAF

VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 30).

3700 X 60

26°

4000

EWRAF

VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 30).

3600

260°

080°

260°

6000

3900

5.1 NM

5 NM

|          |                         |                         |    |   |
|----------|-------------------------|-------------------------|----|---|
| CATEGORY | A                       | B                       | C  | D |
| LNAV MDA | 2420-1                  | 460 (500-1)             | NA |   |
| CIRCLING | 2660-1¼<br>698 (700-1¼) | 2660-1½<br>698 (700-1½) | NA |   |

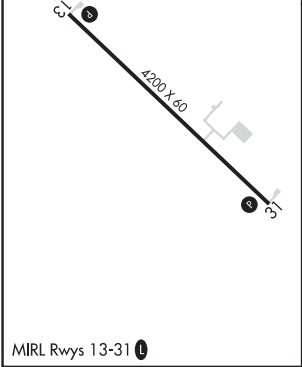
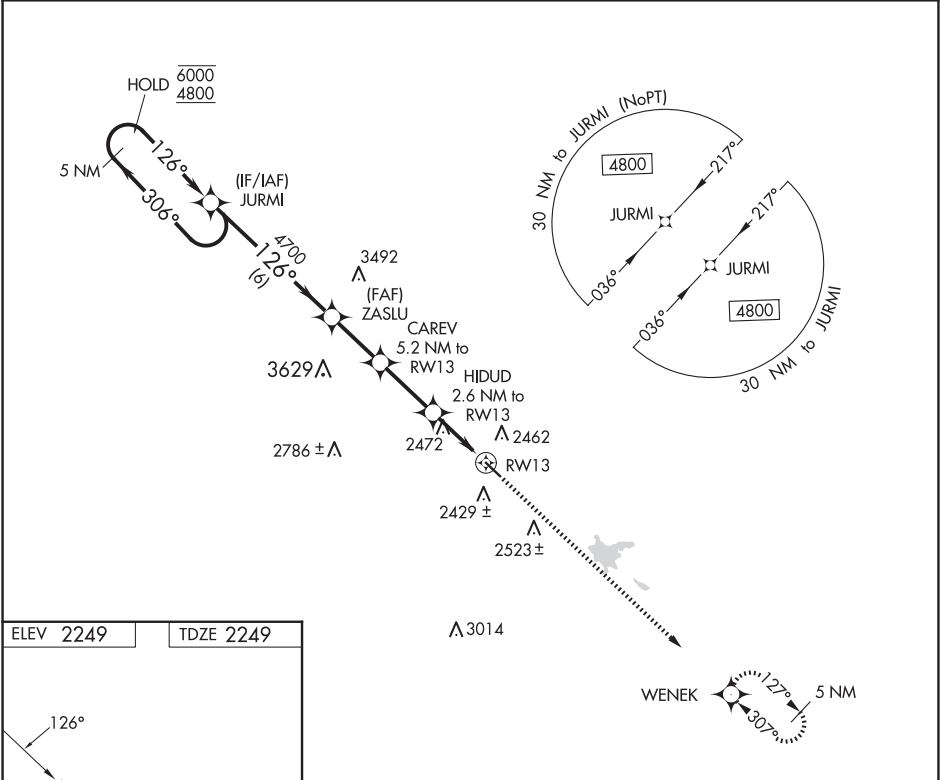
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 4200 |
| 126°    | TDZE     | 2249 |
|         | Apt Elev | 2249 |

RNAV (GPS) RWY 13

DUNN COUNTY WEYDAHL FLD (9Y1)

|           |  |   |
|-----------|--|---|
| RNP APCH. | <div><div><div>▼</div><div>▲ NA</div></div><div>Use Watford City altimeter setting, when not received, use Dickinson altimeter setting: increase all MDA's 40 feet and Cat C visibility ½ SM. Increase Circling visibility Cat C ¼ SM.</div></div> | MISSED APPROACH: Climb to 4800 direct WENЕК and hold. |
|-----------|--|---|

|                     |                                      |                |
|---------------------|--------------------------------------|----------------|
| AWOS-3PT<br>118.525 | MINNEAPOLIS CENTER<br>124.25 236.825 | CTAF<br>122.90 |
|---------------------|--------------------------------------|----------------|



|                      |                       |                       |                         |                |                |
|----------------------|-----------------------|-----------------------|-------------------------|----------------|----------------|
| 5 NM Holding Pattern |                       |                       |                         | 4800           | WENЕК          |
| JURMI                |                       |                       |                         | ZASLU          | CAREV          |
| 6000 ← 306°          |                       |                       |                         | 5.2 NM to RW13 | HIDUD          |
| 4800 → 126°          |                       |                       |                         | 3.00° TCH 35   | 2.6 NM to RW13 |
| 126°                 |                       |                       |                         | 4700           | 3940           |
| 6 NM                 |                       |                       |                         | 2.4 NM         | 2.6 NM         |
| RW13                 |                       |                       |                         | 3100           |                |
| CATEGORY             | A                     | B                     | C                       | D              |                |
| LNAV MDA             | 2820-1                | 571 (600-1)           | 2820-1½<br>571 (600-1½) | NA             |                |
| CIRCLING             | 2880-1<br>631 (700-1) | 2900-1<br>651 (700-1) | 2960-2<br>711 (800-2)   | NA             |                |

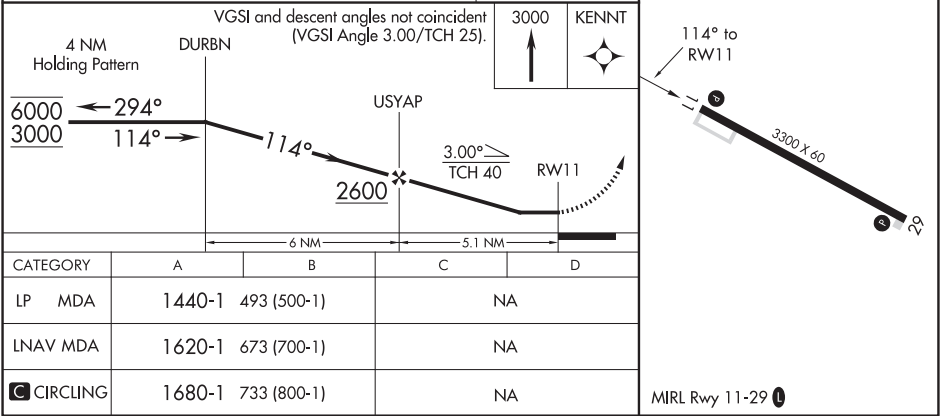
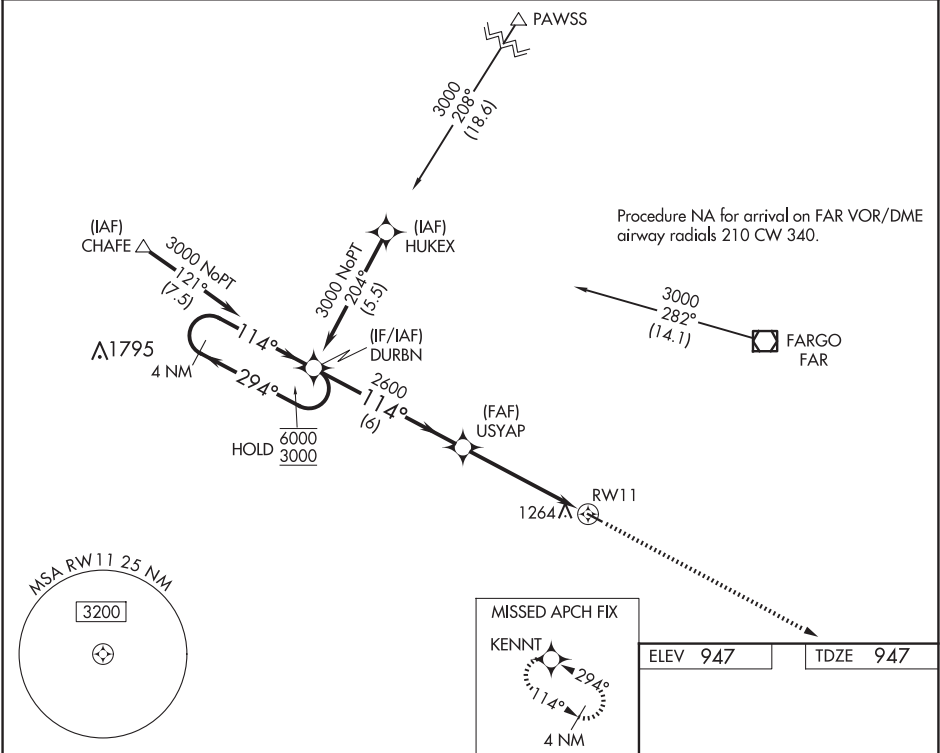


|          |         |          |      |
|----------|---------|----------|------|
| WAAS     | APP CRS | Rwy Idg  | 3300 |
| CH 97733 | 114°    | TDZE     | 947  |
| W11A     |         | Apt Elev | 947  |

RNAV (GPS) RWY 11

ROBERT ODEGAARD FLD (K74)

|   |               |   |
|---|---------------|---|
| RNP APCH-GPS.   |               | MISSED APPROACH: Climb to 3000 direct KENNT and hold. |
| Rwy 11 helicopter visibility reduction below ¾ SM NA. Use Fargo altimeter setting; when not received, use Moorhead altimeter setting. |               |   |
| FAR ASOS  | FARGO APP CON | CTAF  |
| 124.5 379.2   | 120.4 377.15  | 122.9 0   |



KINDRED, NORTH DAKOTA

AL-10406 (FAA)

23334

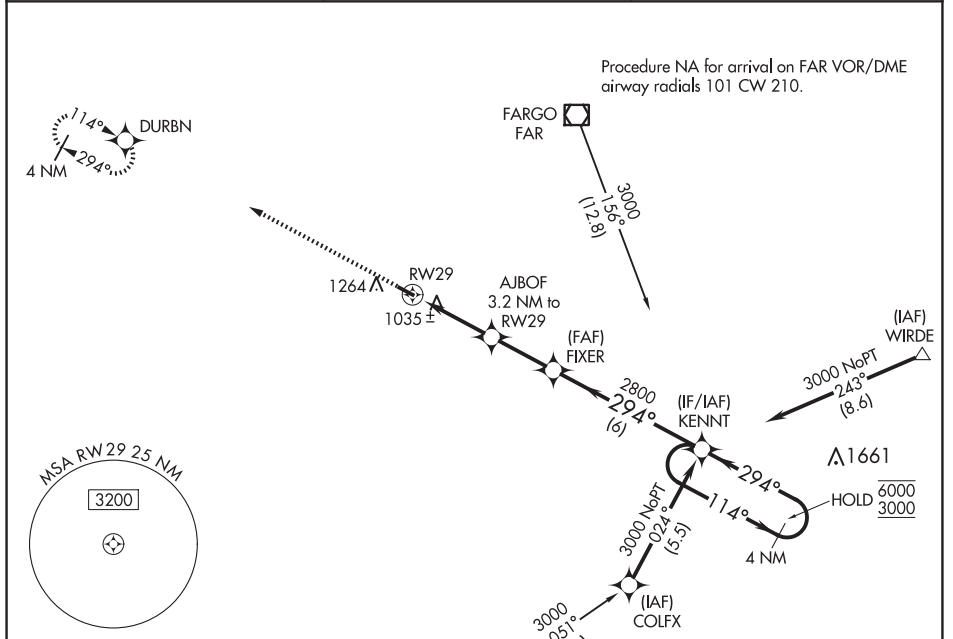
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3300 |
| 294°    | TDZE     | 947  |
|         | Apt Elev | 947  |

# RNAV (GPS) RWY 29

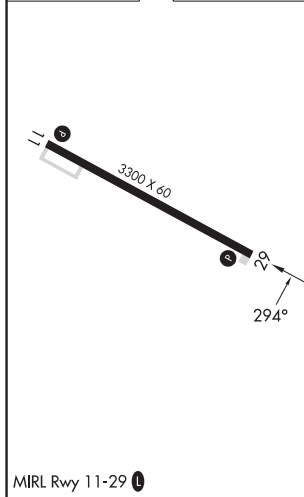
ROBERT ODEGAARD FLD (K74)

|  |   |
|--|---|
| RNP APCH-GPS.  | MISSED APPROACH: Climb to 3000 direct DURBN and hold. |
| NA Use Fargo altimeter setting, when not received, use Moorhead altimeter setting. |   |

|                         |                               |                 |
|-------------------------|-------------------------------|-----------------|
| FAR ASOS<br>124.5 379.2 | FARGO APP CON<br>120.4 377.15 | CTAF<br>122.9 0 |
|-------------------------|-------------------------------|-----------------|



|          |          |
|----------|----------|
| ELEV 947 | TDZE 947 |
|----------|----------|



|          |         |  |        |       |                            |
|----------|---------|--|--------|-------|----------------------------|
| 3000     | DURBN   | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25). |        |       |                            |
|          |         | AJBOF 3.2 NM to RW29   | FIXER  | KENNT | 4 NM Holding Pattern       |
|          |         | ≤ 3.00° TCH 40   | 2800   | 294°  | 114° → 6000<br>← 294° 3000 |
|          |         | 3.2 NM   | 2.5 NM | 6 NM  |                            |
| CATEGORY | A       | B  | C      | D     |                            |
| LNAV MDA | 1 400-1 | 453 (500-1)  | NA     |       |                            |
| CIRCLING | 1 680-1 | 733 (800-1)  | NA     |       |                            |

KINDRED, NORTH DAKOTA  
Amdt 1E 07OCT21

46°39'N-97°00'W

## ROBERT ODEGAARD FLD (K74)

# RNAV (GPS) RWY 29

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

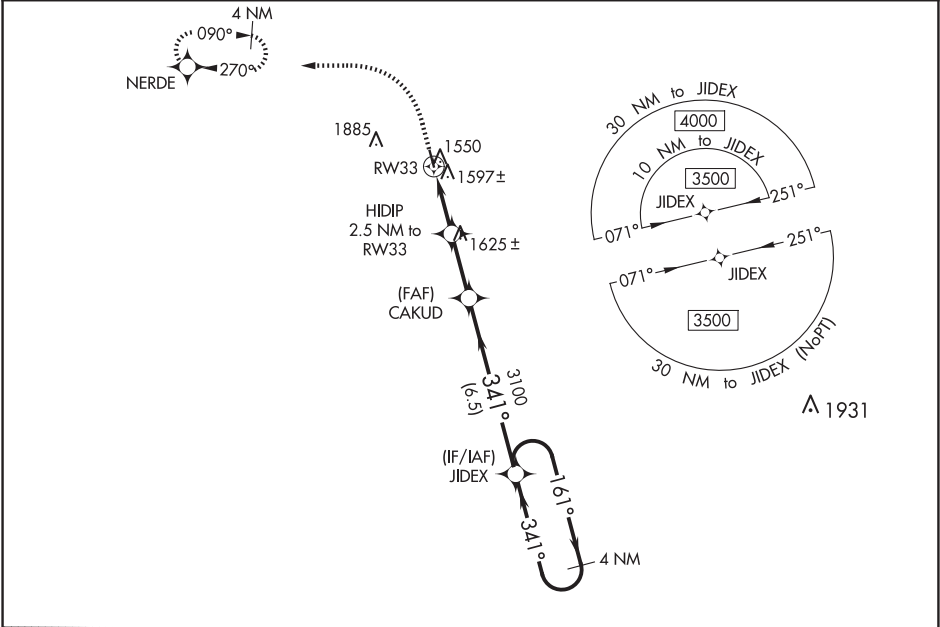


|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>53540</b><br><b>W33A</b> | APP CRS<br><b>341°</b> | Rwy Idg <b>3500</b><br>TDZE <b>1511</b><br>Apt Elev <b>1511</b> |
|--|------------------------|---|

RNAV (GPS) RWY 33  
LAKOTA MUNI (5LØ)

|                 |   |
|-----------------|---|
| RNP APCH - GPS. | MISSED APPROACH: Climb to 2300 then climbing left turn to 3300 direct NERDE and hold. |
|-----------------|---|

|                                |   |                                 |
|--------------------------------|---|---------------------------------|
| DVL AWOS-3PT<br><b>125.875</b> | MINNEAPOLIS CENTER<br><b>132.15 269.6</b> | UNICOM<br><b>122.8 (CTAF) Ø</b> |
|--------------------------------|---|---------------------------------|



|  |             |                 |
|--|-------------|-----------------|
| ELEV 1511  | TDZE 1511   | R-5403          |
|  |             |                 |
| 2300   | 3300        | NERDE           |
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26). |             |                 |
| CAKUD  |             |                 |
| JIDEX  |             |                 |
| 4 NM Holding Pattern   |             |                 |
| 161° → 3500  |             |                 |
| ← 341°   |             |                 |
| GP 3.00°   |             |                 |
| TCH 40   |             |                 |
| 2.5 NM   |             |                 |
| 2.4 NM   |             |                 |
| 6.5 NM   |             |                 |
| CATEGORY   | A           | B               |
| LPV DA   | 1827-1 1/8  | 316 (400-1 1/8) |
| LNAV/VNAV DA   | 1827-1 1/8  | 316 (400-1 1/8) |
| LNAV MDA   | 1920-1      | 409 (500-1)     |
| CIRCLING   | 2080-1      | 2200-1          |
| 569 (600-1)  | 689 (700-1) | 2320-2 1/4      |
|  |             | 809 (900-2 1/4) |

LANGDON, NORTH DAKOTA

AL-9432 (FAA)

23222

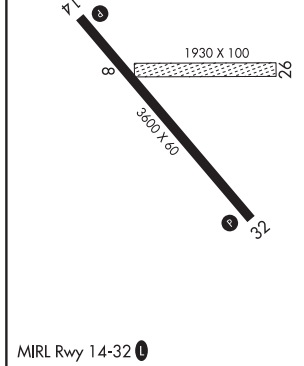
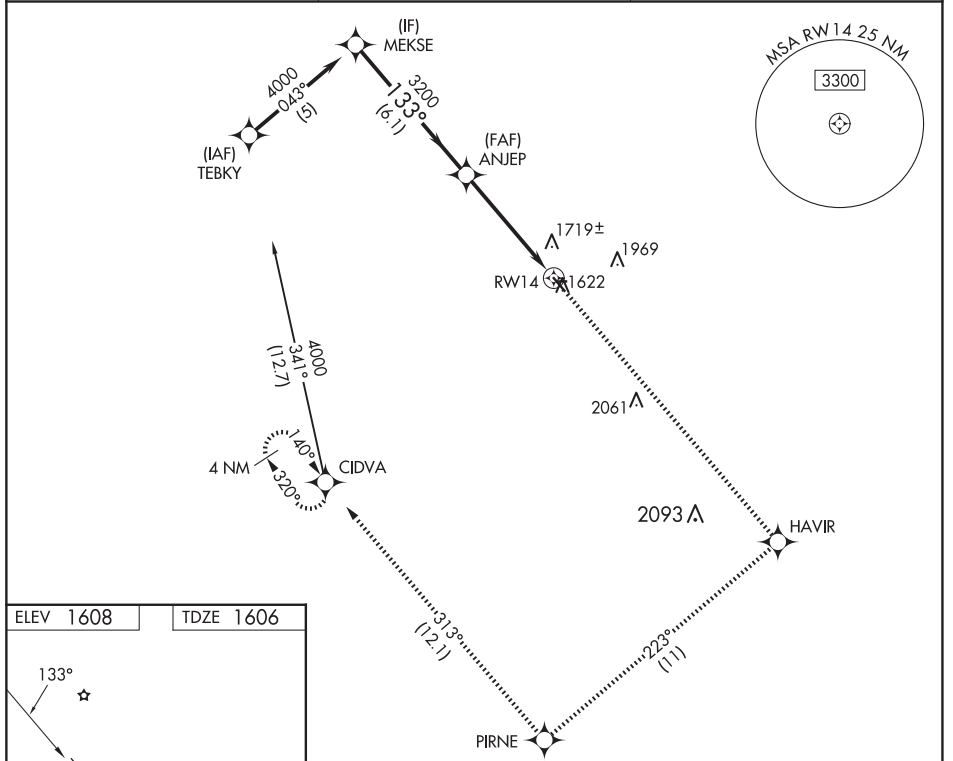
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3600 |
| 133°    | TDZE     | 1606 |
|         | Apt Elev | 1608 |

# RNAV (GPS) RWY 14

ROBERTSON FLD (D55)

|   |  |   |
|---|--|---|
| RNP APCH - GPS.   |  |   |
| <div><div><div>▼</div><div>▲</div><div>❄️</div></div><div>-35°C</div></div> | Circling NA to Rwy 8 and 26. Rwy 14 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Devils Lake altimeter setting and increase all MDAs 140 feet and LNAV visibility Cat C ⅜ SM, and Circling visibility Cat C ½ SM. | MISSED APPROACH: Climb to 4000 direct HAVIR and on track 223° to PIRNE on track 313° to CIDVA and hold. |

|                   |                                    |                        |
|-------------------|------------------------------------|------------------------|
| AWOS-3<br>118.225 | MINNEAPOLIS CENTER<br>132.15 269.6 | UNICOM<br>122.8 (CTAF) |
|-------------------|------------------------------------|------------------------|



|                |  |           |  |
|----------------|--|-----------|--|
| ELEV 1608      |  | TDZE 1606 |  |
| MIRL Rwy 14-32 |  |           |  |
| MEKSE          |  | 4000      |  |
| ANJEP          |  | 3200      |  |
| CIDVA          |  | 2320-2    |  |
| CATEGORY       |  | A         |  |
| LNAV MDA       |  | 2100-1    |  |
| CIRCLING       |  | 2240-1    |  |

LANGDON, NORTH DAKOTA  
Orig-B 10AUG23

48°45'N-98°24'W

# ROBERTSON FLD (D55)

## RNAV (GPS) RWY 14

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>50515</b><br><b>W32A</b> | APP CRS<br><b>313°</b> | Rwy ldg<br>TDZE<br>Apt Elev | <b>3600</b><br><b>1608</b><br><b>1608</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 32

ROBERTSON FLD (D55)

RNP APCH - GPS.

⚠

⚠

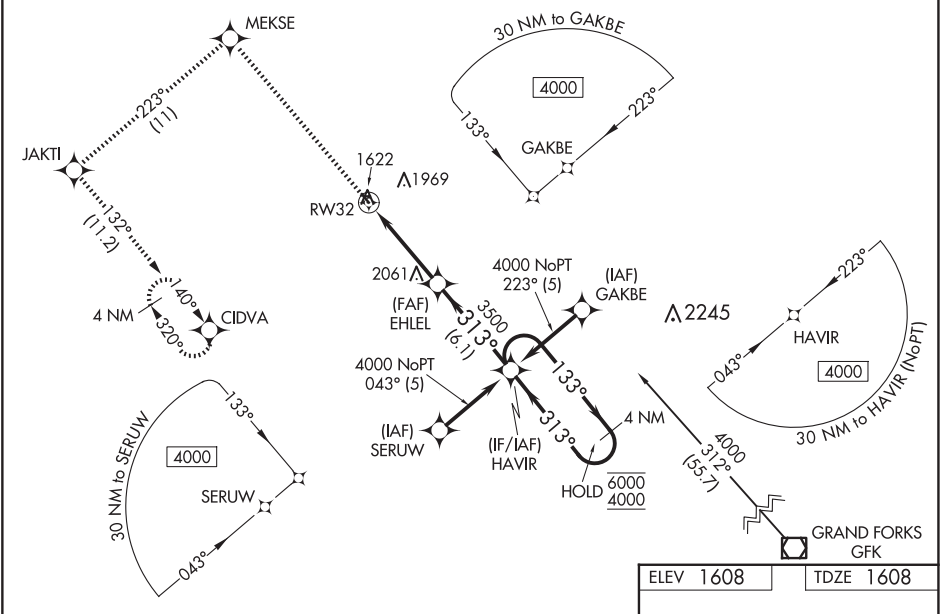
❄

-35°C

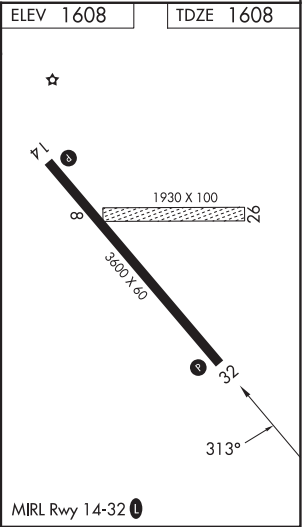
Circling NA to Rws 8 and 26. Rwy 32 helicopter visibility reduction below ¼ SM NA. Baro-VNAV NA when using Devils Lake altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use Devils Lake altimeter setting and increase LPV DA to 1983 feet; increase LNAV/VNAV DA to 2284 feet and all visibilities ¼ SM. Increase all MDAs 140 feet and LNAV visibility Cat A/C ½ SM, and Circling visibility Cat A/C ½ SM.

MISSED APPROACH: Climb to 4000 direct MEKSE and on 223° track to JAKTI and on 132° track to CIDVA and hold.

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>118.225</b> | MINNEAPOLIS CENTER<br><b>132.15 269.6</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



|  |                    |                      |                      |         |       |                     |
|--|--------------------|----------------------|----------------------|---------|-------|---------------------|
| 4000   | MEKSE              | tr 223°              | JAKTI                | tr 132° | CIDVA |                     |
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27). |                    |                      |                      |         |       | EHLEL               |
| RW32   |                    |                      |                      |         |       | 3500                |
| 5.7 NM   |                    |                      |                      |         |       | 6.1 NM              |
| 4 NM Holding Pattern   |                    |                      |                      |         |       | 133° 6000 313° 4000 |
| GP 3.00° TCH 40  |                    |                      |                      |         |       |                     |
| CATEGORY   | A                  | B                    | C                    | D       |       |                     |
| LPV DA   | 1858-1             | 250 (300-1)          | NA                   |         |       |                     |
| LNAV/VNAV DA   | 2159-1½            | 551 (600-1½)         | NA                   |         |       |                     |
| LNAV MDA   | 2360-1 752 (800-1) | 2360-1¼ 752 (800-1¼) | 2360-2 752 (800-2)   | NA      |       |                     |
| CIRCLING   | 2360-1 752 (800-1) | 2360-1¼ 752 (800-1¼) | 2360-2¼ 752 (800-2¼) | NA      |       |                     |



LEMMON, SOUTH DAKOTA


AL-9028 (FAA)

21336

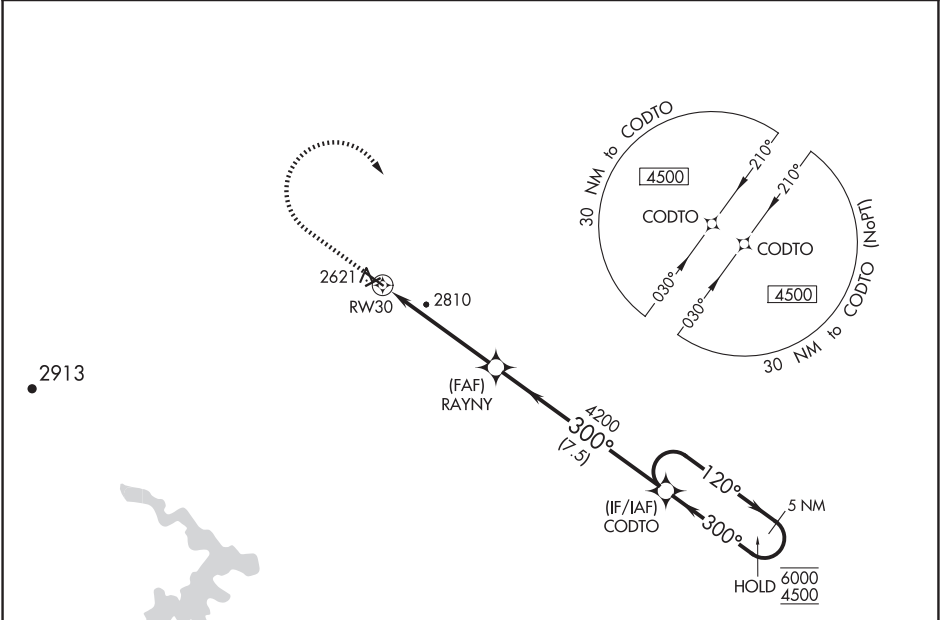
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>78431</b><br><b>W30A</b> | APP CRS<br><b>300°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4499</b><br><b>2573</b><br><b>2573</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 30

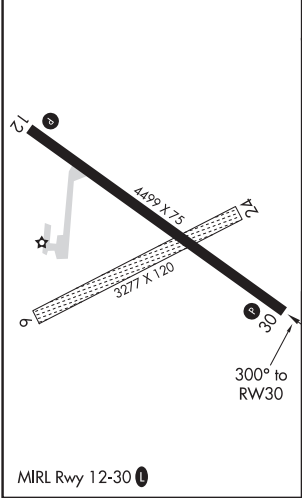
LEMMON MUNI (LEM)






|  |  |  |
|--|--|--|
| RNP APCH-GPS.  |  | MISSED APPROACH: Climb to 3300 then climbing right turn to 4500 direct CODTO and hold. |
|  NA | Circling NA to Rwy 6 and 24. Baro-VNAV NA.<br>Use Hettinger altimeter setting. |  |

|                            |   |  |
|----------------------------|---|--|
| HEI ASOS<br><b>119.925</b> | MINNEAPOLIS CENTER<br><b>124.25 236.825</b> | AUNICOM<br><b>122.8</b> (CTAF)  |
|----------------------------|---|--|



|           |           |
|-----------|-----------|
| ELEV 2573 | TDZE 2573 |
|-----------|-----------|



|  |  |   |  |   |  |   |  |                         |  |
|--|--|---|--|---|--|---|--|-------------------------|--|
| 3300   |  | 4500  |  | CODTO   |  | VGSi and RNAV glidepath not coincident<br>(VGSi Angle 3.00/TCH 27). |  |                         |  |
|           |  |  |  |  |  |   |  |                         |  |
|  |  | RAYNY   |  | CODTO   |  | 5 NM<br>Holding Pattern   |  |                         |  |
|           |  | 4200  |  | 300°  |  | 120° → 6000<br>← 300° 4500  |  |                         |  |
|  |  | 5 NM  |  | 7.5 NM  |  | GP 3.00°<br>TCH 40  |  |                         |  |
| CATEGORY   |  | A   |  | B   |  | C   |  | D                       |  |
| LPV DA   |  |   |  | 2897-1  |  | 324 (400-1)   |  |                         |  |
| LNAV/<br>VNAV  |  | DA  |  | 2902-1  |  | 329 (400-1)   |  |                         |  |
| LNAV MDA   |  | 3120-1  |  | 547 (600-1)   |  | 3120-1½   |  | 547 (600-1½)            |  |
|  CIRCLING |  | 3220-1  |  | 647 (700-1)   |  | 3280-2<br>707 (800-2)   |  | 3320-2½<br>747 (800-2½) |  |

LEMMON, SOUTH DAKOTA  
Orig-B 02DEC21

45°55'N-102°06'W

LEMMON MUNI (LEM)

RNAV (GPS) RWY 30

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99630</b><br><b>W09A</b> | APP CRS<br><b>100°</b> | Rwy Idg<br>TDZE <b>1777</b><br>Apt Elev <b>1779</b> |
|--|------------------------|---|

RNAV (GPS) RWY 9

LINTON MUNI (7L2)

RNP APCH - GPS.

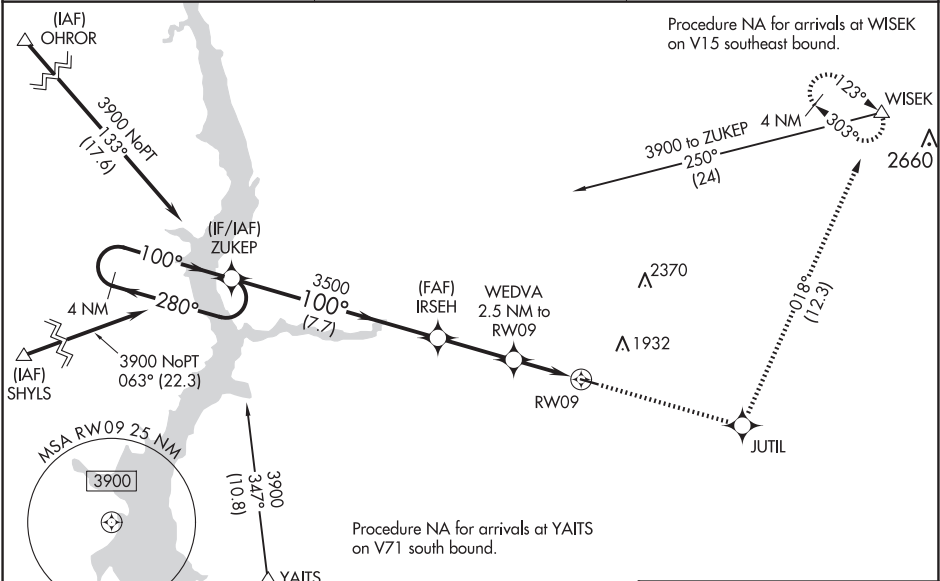
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use BIS altimeter setting and increase LPV DA to 2134 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 2198 and all visibilities ¼ SM. Increase all MDAs 120 feet and visibility LNAV Cat C ¼ SM and Circling Cat C ½ SM. Baro-VNAV and VDP NA when using BIS altimeter setting.

MISSED APPROACH: Climb to 4700 direct JUTIL and on track 018° to WISEK and hold.

|                          |   |                      |
|--------------------------|---|----------------------|
| ASOS-3<br><b>118.175</b> | MINNEAPOLIS CENTER<br><b>135.25 256.7</b> | CTAF<br><b>122.9</b> |
|--------------------------|---|----------------------|



ELEV 1779

TDZE 1777

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).

4700

JUTIL

tr 018°

WISEK

4 NM Holding Pattern ZUKEP

3900 ← 280°

100° →

GP 3.00°

TCH 40

IRSEH

WEDVA 2.5 NM to RW09

1.2 NM to RW09

RW09

7.7 NM

2.8 NM

1.3

1.2

| CATEGORY     | A                     | B                     | C                       | D  |
|--------------|-----------------------|-----------------------|-------------------------|----|
| LPV DA       | 2027-1                | 250 (300-1)           |                         | NA |
| LNAV/VNAV DA | 2091-1                | 314 (400-1)           |                         | NA |
| LNAV MDA     | 2160-1                | 383 (400-1)           | 2160-1⅛<br>383 (400-1⅛) | NA |
| CIRCLING     | 2320-1<br>541 (600-1) | 2400-1<br>621 (700-1) | 2440-1¾<br>661 (700-1¾) | NA |

100°

0.4% UP

3700 X 60

27

MIRL Rwy 9-27

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

LINTON, NORTH DAKOTA

AL-9454 (FAA)

25107

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86630</b><br><b>W27A</b> | APP CRS<br><b>280°</b> | Rwy Idg<br>TDZE <b>1779</b><br>Apt Elev <b>1779</b> |
|--|------------------------|---|

RNAV (GPS) RWY 27

LINTON MUNI (7L2)

RNP APCH - GPS.

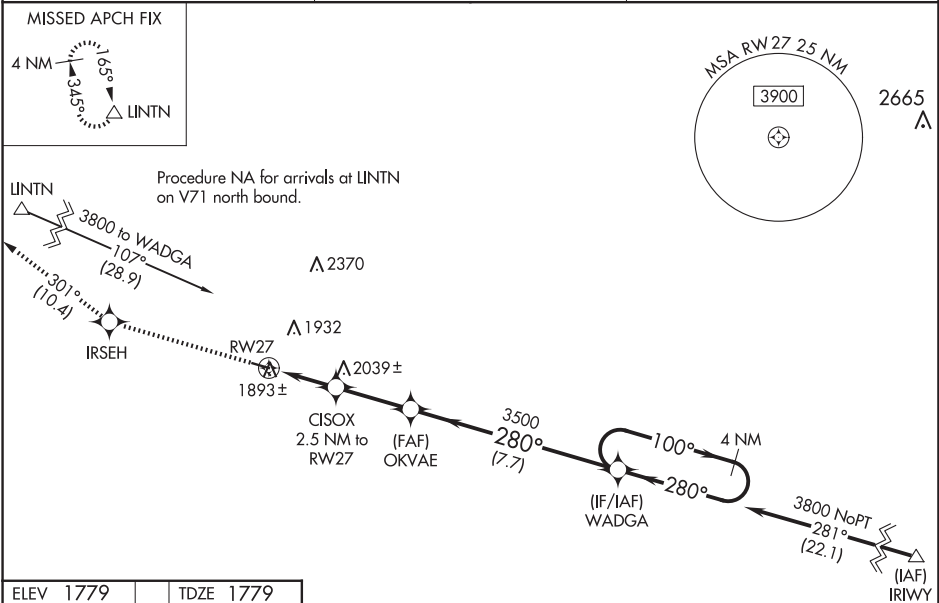
▼

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.  
Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use BIS altimeter setting and increase all DA 107 feet and visibility LPV and LNAV/VNAV all Cats ¼ SM; increase all MDA 120 feet and visibility LNAV Cat C ¼ SM. Baro-VNAV and VDP NA when using BIS altimeter setting.

MISSED APPROACH: Climb to 3600 direct IRSEH and on track 301° to LINTN and hold.

|                          |   |                      |
|--------------------------|---|----------------------|
| ASOS-3<br><b>118.175</b> | MINNEAPOLIS CENTER<br><b>135.25 256.7</b> | CTAF<br><b>122.9</b> |
|--------------------------|---|----------------------|



|                  |                  |
|------------------|------------------|
| ELEV <b>1779</b> | TDZE <b>1779</b> |
|------------------|------------------|

|      |         |       |  |
|------|---------|-------|--|
| 3600 | IRSEH   | LINTN | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27). |
|      |         |       |  |
|      | tr 301° |       |  |

|              |                    |                        |   |    |
|--------------|--------------------|------------------------|---|----|
| CATEGORY     | A                  | B                      | C | D  |
| LPV DA       | 2029-1 250 (300-1) |                        |   | NA |
| LNAV/VNAV DA | 2043-1 264 (300-1) |                        |   | NA |
| LNAV MDA     | 2160-1 381 (400-1) | 2160-1 381 (400-1 1/8) |   | NA |

LINTON, NORTH DAKOTA  
Orig-D 17APR25

46°13'N-100°15'W

LINTON MUNI (7L2)

RNAV (GPS) RWY 27

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

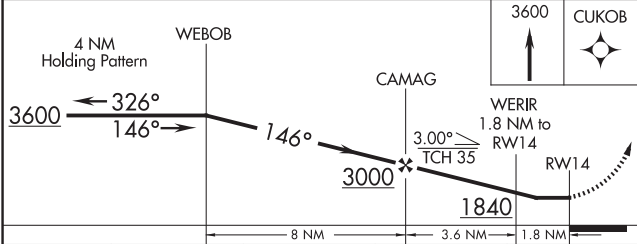
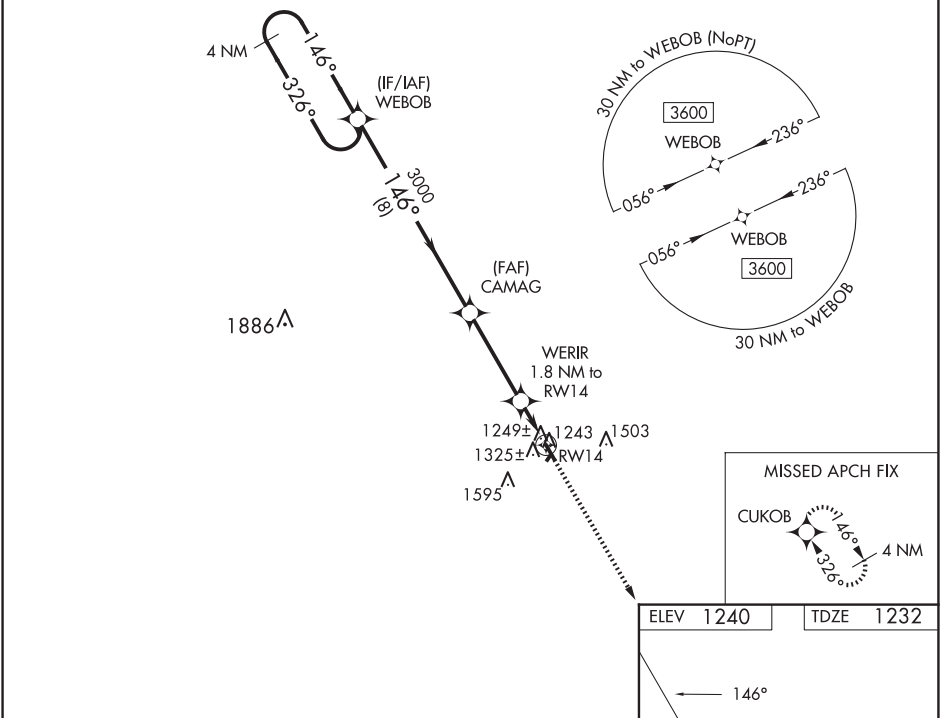
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>70739</b><br><b>W14A</b> | APP CRS<br><b>146°</b> | Rwy Idg <b>3397</b><br>TDZE <b>1232</b><br>Apt Elev <b>1240</b> |
|--|------------------------|---|

RNAV (GPS) RWY 14

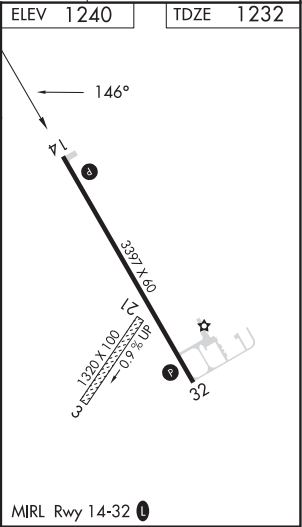
LISBON MUNI (6L3)

|  |   |
|--|---|
| RNP APCH - GPS.  | MISSED APPROACH: Climb to 3600 direct CUKOB and hold. |
| Circling NA to Rwy 3 and 21. Rwy 14 helicopter visibility reduction below 1 SM NA. Use Gwinner altimeter setting; when not received, use Valley City altimeter setting and increase all MDAs 80 feet. Straight-In Rwy 14 NA at night. Circling Rwy 14 NA at night. |   |

|                              |   |                      |
|------------------------------|---|----------------------|
| GWR AWOS-3<br><b>118.325</b> | MINNEAPOLIS CENTER<br><b>127.35 278.3</b> | CTAF<br><b>122.9</b> |
|------------------------------|---|----------------------|



| CATEGORY | A                     | B                     | C  | D |
|----------|-----------------------|-----------------------|----|---|
| LP MDA   | 1580-1                | 348 (400-1)           | NA |   |
| LNAV MDA | 1620-1                | 388 (400-1)           | NA |   |
| CIRCLING | 1740-1<br>500 (500-1) | 1940-1<br>700 (700-1) | NA |   |



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

LISBON, NORTH DAKOTA

AL-10400 (FAA)

23138

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>93939</b><br><b>W32A</b> | APP CRS<br><b>326°</b> | Rwy Idg<br>TDZE <b>1232</b><br>Apt Elev <b>1240</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 32

LISBON MUNI (6L3)

RNP APCH - GPS.

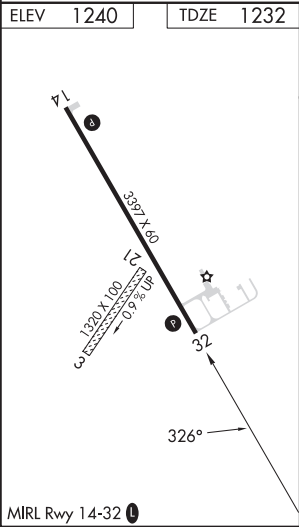
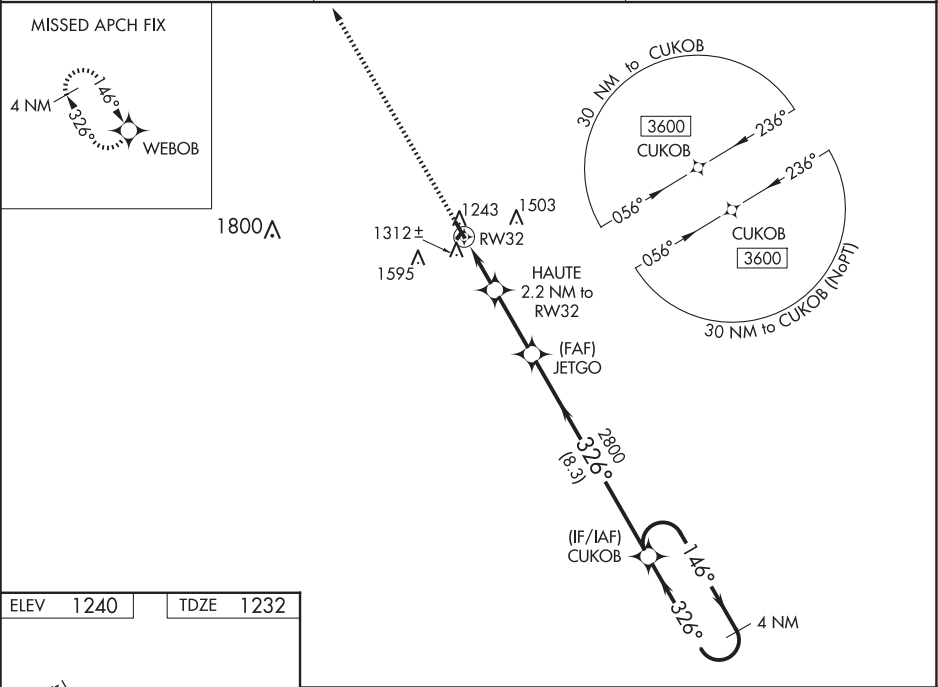
▼

▲ NA

Circling NA to Rws 3 and 21. Baro-VNAV NA. Circling Rwy 14 NA at night.  
Rwy 32 helicopter visibility reduction below ¼ SM NA. Use Gwinner altimeter setting; when not received, use Valley City altimeter setting and increase LPV DA to 1580 feet; increase LNAV/VNAV DA to 1619 feet and all visibilities ¼ SM. Increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3600 direct WEBOB and hold.

|                              |   |                      |
|------------------------------|---|----------------------|
| GWR AWOS-3<br><b>118.325</b> | MINNEAPOLIS CENTER<br><b>127.35 278.3</b> | CTAF<br><b>122.9</b> |
|------------------------------|---|----------------------|



|              |                       |                         |        |        |                      |
|--------------|-----------------------|-------------------------|--------|--------|----------------------|
| 3600         | WEBOB                 | JETGO                   |        | CUKOB  | 4 NM Holding Pattern |
| *LNAV only.  |                       | HAUTE<br>2.2 NM to RW32 | 2800   | 326°   | 3600                 |
|              |                       | 1960*                   | 2800   | 146°   | GP 3.00°<br>TCH 34   |
|              |                       | 2.2 NM                  | 2.6 NM | 8.3 NM |                      |
| CATEGORY     | A                     | B                       | C      | D      |                      |
| LPV DA       | 1519-1                | 287 (300-1)             |        | NA     |                      |
| LNAV/VNAV DA | 1558-1                | 326 (400-1)             |        | NA     |                      |
| LNAV MDA     | 1660-1                | 428 (500-1)             |        | NA     |                      |
| CIRCLING     | 1740-1<br>500 (500-1) | 1940-1<br>700 (700-1)   |        | NA     |                      |

LISBON, NORTH DAKOTA  
Orig-A 18MAY23

46°27'N-97°44'W

# RNAV (GPS) RWY 32

LISBON MUNI (6L3)

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>69419</b><br><b>W13A</b> | APP CRS<br><b>136°</b> | Rwy Idg<br>TDZE <b>1140</b><br>Apt Elev <b>1140</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13

LITCHFIELD MUNI (LJF)

RNP APCH - GPS.

▼

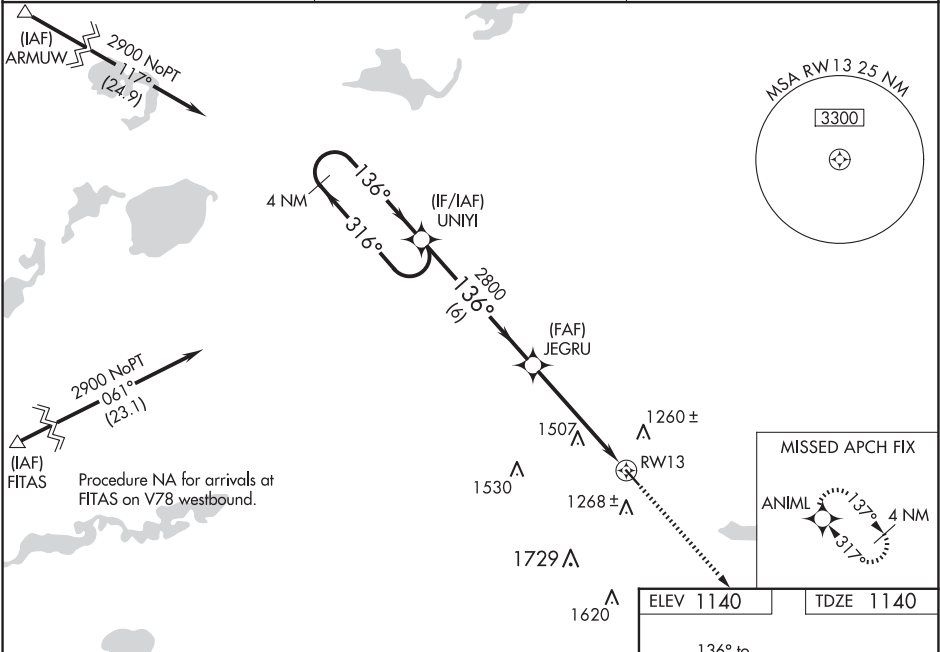
Baro-VNAV NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54° C. Visibility reduction by helicopters

⚠

NA. When local altimeter setting not received, use Hutchinson altimeter setting: increase LPV DA to 1436 feet; increase LNAV/VNAV DA to 1980 feet and visibility all Cats ¼ SM; increase all MDA 60 feet and Circling Cat C visibility ¼ SM. VDP NA with Hutchinson altimeter setting.

MISSED APPROACH:  
Climb to 2800 direct  
ANIML and hold.

|                         |  |                        |
|-------------------------|--|------------------------|
| AWOS-3<br><b>119.65</b> | MINNEAPOLIS CENTER<br><b>125.5 323.1</b> | CTAF<br><b>122.9 0</b> |
|-------------------------|--|------------------------|



4 NM Holding Pattern

UNIYI

2900 ← 316°

136° →

GP 3.00°

TCH 39

2800

136°

JEGRU

2800

\* LNAV only

\* 2 NM to RW13

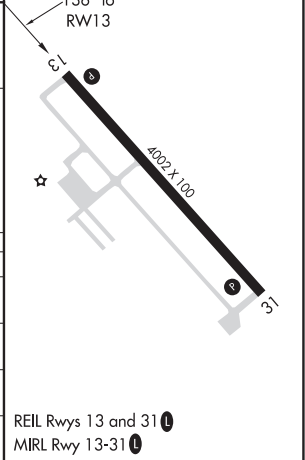
RW13

6 NM

3 NM

2 NM

| CATEGORY     | A                    | B                  | C                    | D |
|--------------|----------------------|--------------------|----------------------|---|
| LPV DA       | 1390-1 250 (300-1)   |                    |                      |   |
| LNAV/VNAV DA | 1934-2¾ 794 (800-2¾) |                    |                      |   |
| LNAV MDA     | 1820-1 680 (700-1)   | 1820-2 680 (700-2) | 1820-2¼ 680 (700-2¼) |   |
| CIRCLING     | 1820-1 680 (700-1)   | 1860-2 720 (800-2) | 2080-3 940 (1000-3)  |   |



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

LITCHFIELD, MINNESOTA

AL-6940 (FAA)

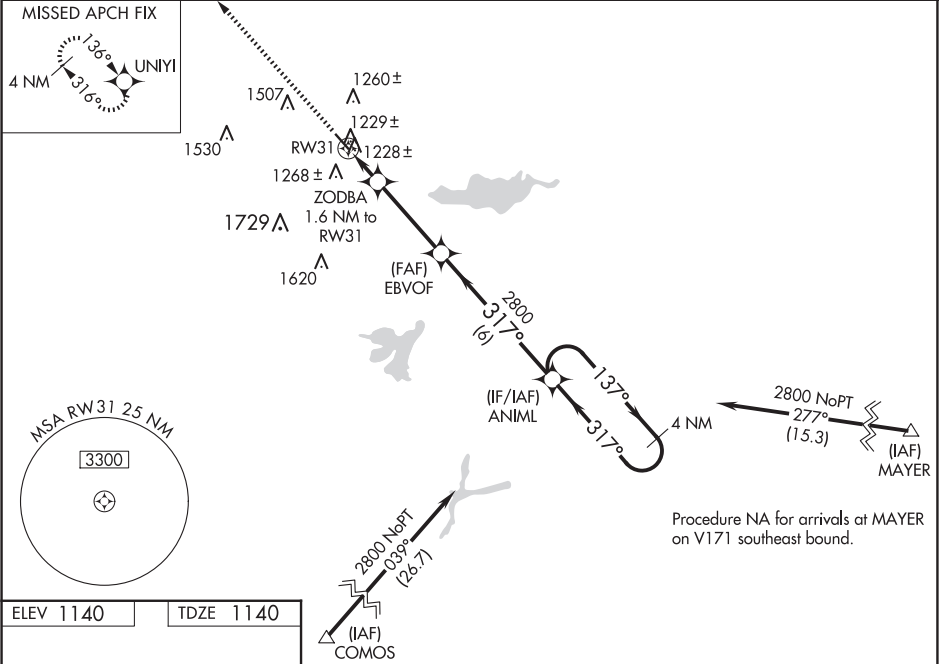
21196

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>40319</b><br><b>W31A</b> | APP CRS<br><b>317°</b> | Rwy Idg<br>TDZE <b>1140</b><br>Apt Elev <b>1140</b> | <b>4002</b> |
|--|------------------------|---|-------------|

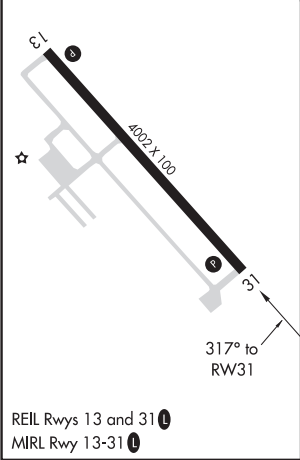
RNAV (GPS) RWY 31  
LITCHFIELD MUNI (LJF)

|  |   |
|--|---|
| RNP APCH - GPS.<br>⚠ Baro-VNAV NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When Local altimeter setting not received, use Hutchinson altimeter setting: increase LPV DA to 1435 feet; increase LNAV/VNAV DA to 1594 feet; increase all MDA 60 feet and LNAV and Circling Cat C visibility ¼ SM. VDP NA with Hutchinson altimeter setting. | MISSED APPROACH:<br>Climb to 2900 direct UNIIYI and hold. |
|--|---|

|                         |  |                        |
|-------------------------|--|------------------------|
| AWOS-3<br><b>119.65</b> | MINNEAPOLIS CENTER<br><b>125.5 323.1</b> | CTAF<br><b>122.9 0</b> |
|-------------------------|--|------------------------|



|                  |                  |
|------------------|------------------|
| ELEV <b>1140</b> | TDZE <b>1140</b> |
|------------------|------------------|



2900

↑

UNIIYI

✴

ZODBA

1.6 NM to RW31

\* LNAV only

\* 0.9 NM to RW31

RW31

0.9

0.7

1680\*

3.4 NM

6 NM

EBVOF

2800

317°

2800

ANIML

4 NM Holding Pattern

137°

317°

2800

GP 3.00°

TCH 39

|              |                      |             |                       |                        |
|--------------|----------------------|-------------|-----------------------|------------------------|
| CATEGORY     | A                    | B           | C                     | D                      |
| LPV DA       | 1389-1 249 (300-1)   |             |                       |                        |
| LNAV/VNAV DA | 1548-1½ 408 (500-1½) |             |                       |                        |
| LNAV MDA     | 1480-1 340 (400-1)   |             |                       |                        |
| CIRCLING     | 1600-1               | 460 (500-1) | 1860-2<br>720 (800-2) | 2080-3<br>940 (1000-3) |

LITCHFIELD, MINNESOTA  
Orig-A 15JUL21

45°06'N-94°30'W

LITCHFIELD MUNI (LJF)  
RNAV (GPS) RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



LONG PRAIRIE, MINNESOTA

AL-10350 (FAA)

24137

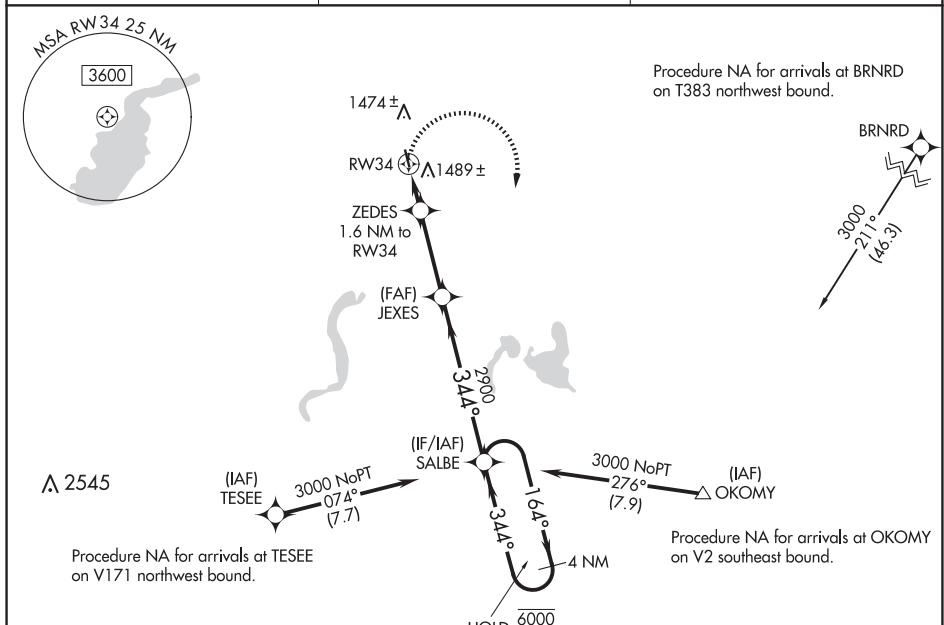
|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>344°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3501</b><br><b>1330</b><br><b>1332</b> |
|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 34

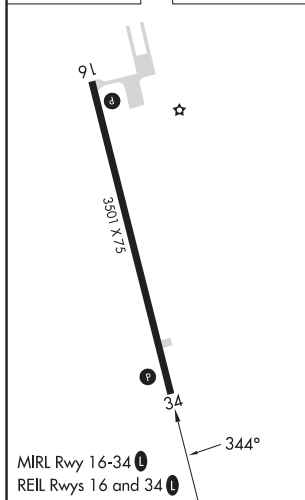
TODD FLD (14Y)

|  |
|--|
| RNP APCH.<br>MISSED APPROACH: Climbing right turn to 3000 direct SALBE and hold. |
|--|

|                         |  |                        |
|-------------------------|--|------------------------|
| AWOS-3<br><b>118.65</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | CTAF<br><b>122.9 0</b> |
|-------------------------|--|------------------------|



|           |           |
|-----------|-----------|
| ELEV 1332 | TDZE 1330 |
|-----------|-----------|



|          |        |  |                               |      |
|----------|--------|--|-------------------------------|------|
| 3000     | SALBE  | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 22). |                               |      |
|          |        | JEXES  | ZEDES 1.6 NM to RW34          | RW34 |
|          |        | 1880   | 2900                          | 344° |
|          |        | 1880   | 2900                          | 344° |
|          |        | 1880   | 2900                          | 344° |
| CATEGORY | A      | B  | C                             | D    |
| LNAV MDA | 1740-1 | 410 (500-1)  | 1740-1 1/8<br>410 (500-1 1/8) | NA   |
| CIRCLING | 1840-1 | 508 (600-1)  | 1880-1 1/2<br>548 (600-1 1/2) | NA   |

LONG PRAIRIE, MINNESOTA  
Amdt 3 21MAY20

45°54'N-94°52'W

# RNAV (GPS) RWY 34

TODD FLD (14Y)

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



LONGVILLE, MINNESOTA

AL-9381 (FAA)

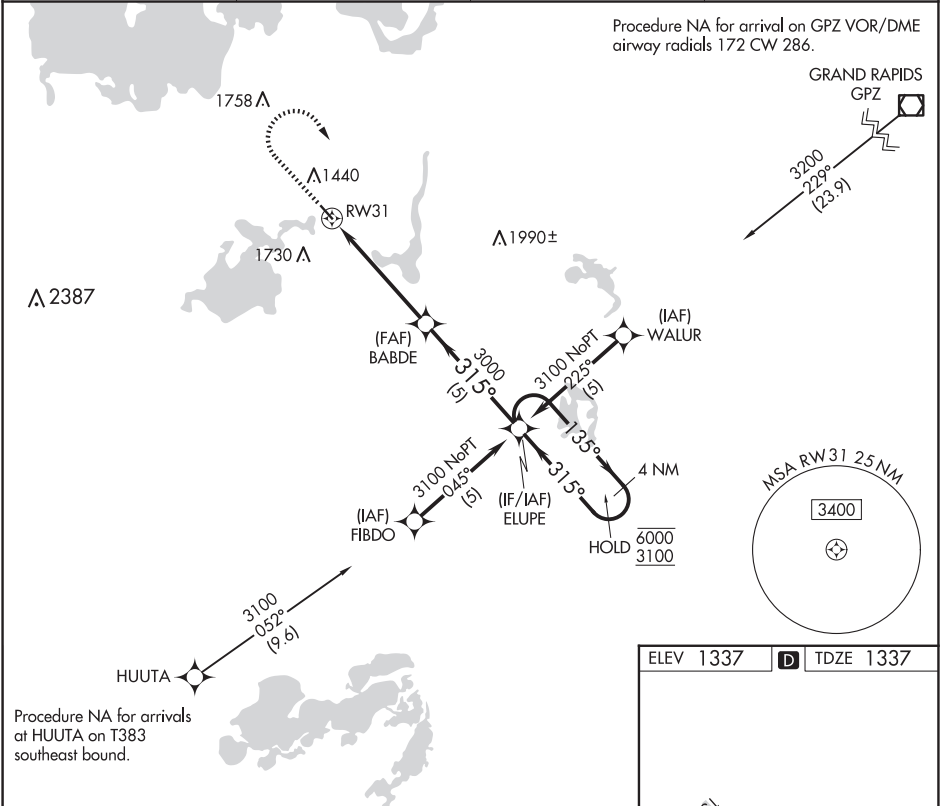
23222

|                        |  |
|------------------------|--|
| APP CRS<br><b>315°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>3549</b><br><b>1337</b><br><b>1337</b> |
|------------------------|--|

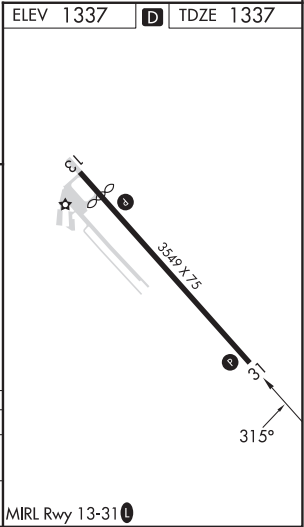
# RNAV (GPS) RWY 31

LONGVILLE MUNI (XVG)

|  |   |  |                        |
|--|---|--|------------------------|
| RNP APCH - GPS.<br>Circling Rwy 13 NA at night.<br>Rwy 31 helicopter visibility reduction below ¾ SM NA. |   | MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 direct ELUPE and hold. |                        |
| AWOS-3<br><b>118.275</b>   | MINNEAPOLIS CENTER<br><b>118.05 239.0</b> | GCO<br><b>121.725</b>  | CTAF<br><b>122.9 0</b> |



|      |      |       |  |  |  |  |
|------|------|-------|--|--|--|--|
| 2000 | 3100 | ELUPE | VGSI and descent angles not coincident<br>(VGSI Angle 4.00/TCH 28) |  |  |  |
|      |      |       |  |  |  |  |



LONGVILLE, MINNESOTA  
Orig-C 10AUG23

46°59'N-94°12'W

# LONGVILLE MUNI (XVG) RNAV (GPS) RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

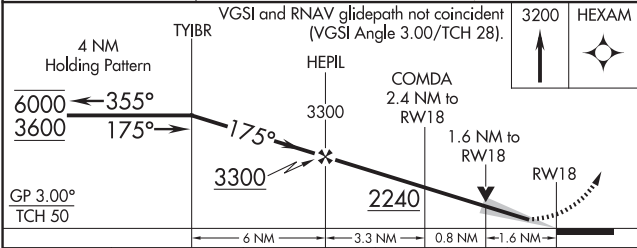
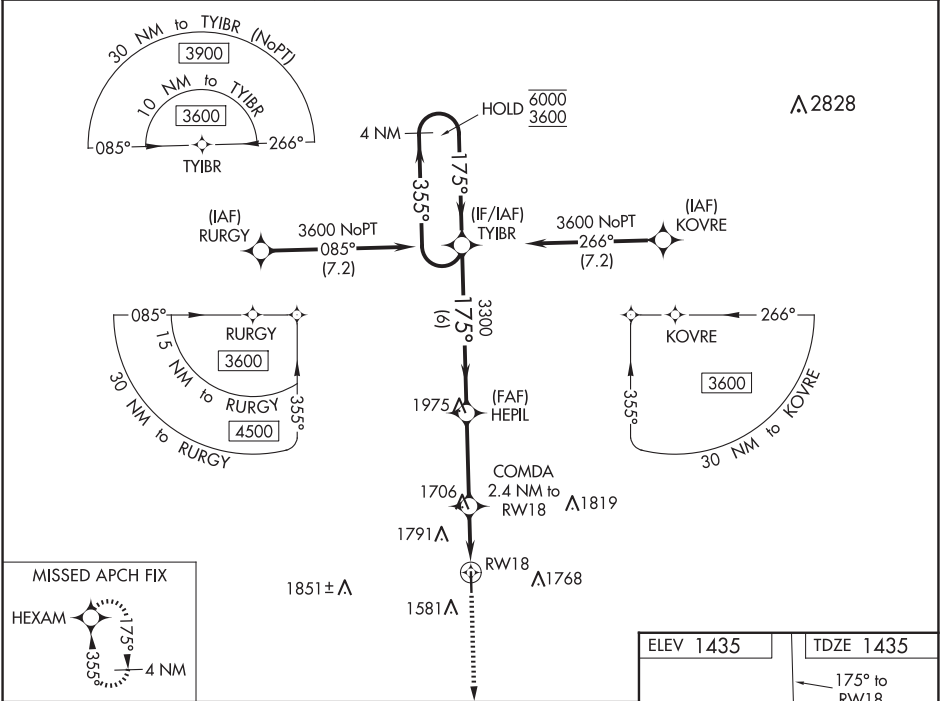
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86317</b><br><b>W18A</b> | APP CRS<br><b>175°</b> | Rwy Idg<br>TDZE <b>1435</b><br>Apt Elev <b>1435</b> |
|--|------------------------|---|

RNAV (GPS) RWY 18

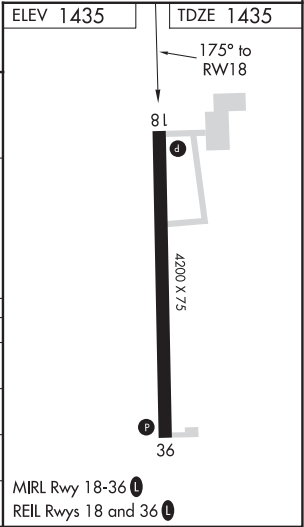
QUENTIN AANENSON FLD (LYV)

|   |   |
|---|---|
| RNP APCH-GPS.   | MISSED APPROACH: Climb to 3200 direct HEXAM and hold. |
| <div><div>▼</div><div>▲</div></div> For uncompensated Baro-VNAV systems, LNAV/VNAV<br>NA below -17°C or above 54°C. |   |

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>119.825</b> | SIoux FALLS APP CON ★<br><b>125.8 284.725</b> | UNICOM<br><b>122.7 (CTAF) ①</b> |
|--------------------------|---|---------------------------------|



| CATEGORY     | A                     | B                     | C                        | D                      |
|--------------|-----------------------|-----------------------|--------------------------|------------------------|
| LPV DA       | 1635-1                | 200 (200-1)           |                          |                        |
| LNAV/VNAV DA | 1847-1½               | 412 (500-1½)          |                          |                        |
| LNAV MDA     | 1960-1                | 525 (600-1)           | 1960-1½                  | 525 (600-1½)           |
| CIRCLING     | 1960-1<br>525 (600-1) | 2160-1<br>725 (800-1) | 2360-2¾<br>925 (1000-2¾) | 2360-3<br>925 (1000-3) |

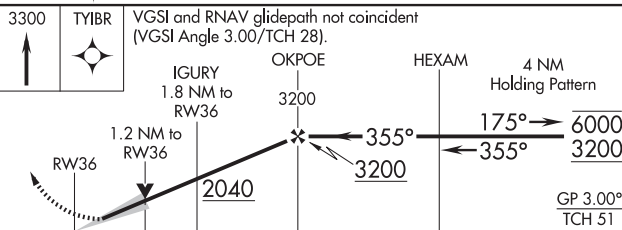
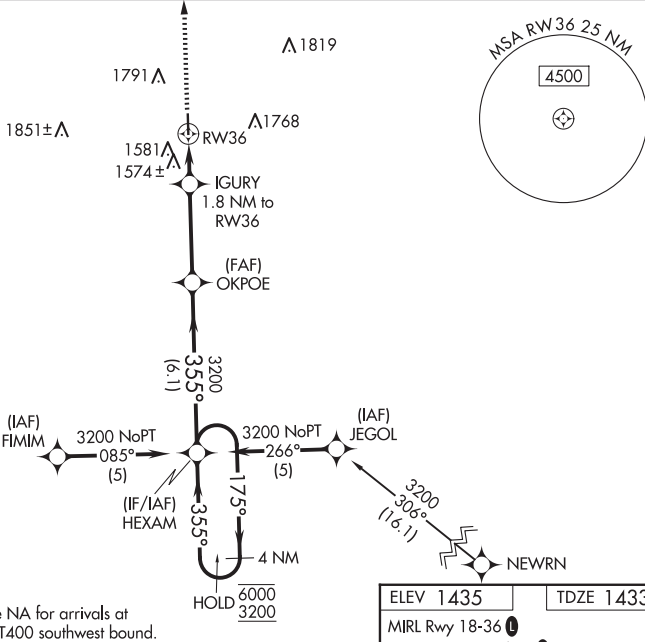


NC-1, 12 JUN 2025 to 07 AUG 2025

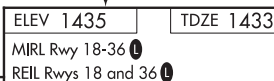
NC-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 36  
QUENTIN AANENSON FLD (LYV)

**T** Baro-VNAV and VDP NA when using Pipestone altimeter setting. For uncompensated  
**A** Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local  
altimeter setting not received, use Pipestone altimeter setting: increase LPV DA to 1727  
feet; increase LNAV/VNAV DA to 1977 feet and visibility all Cats ¼ SM; increase all  
MDAs 100 feet and visibility LNAV Cats C/D and Circling Cats B/C ¼ SM.

UNICOM  
122.7 (CTAF) **L**

| CATEGORY         | A   | B   | C   | D                      |
|------------------|---|---|---|------------------------|
| LPV DA           | 1633-1 200 (200-1)                              |   |   |                        |
| LNAV/<br>VNAV DA | 1883-1 $\frac{3}{8}$ 450 (500-1 $\frac{3}{8}$ ) |   |   |                        |
| LNAV MDA         | 1840-1 407 (500-1)                              | 1840-1 $\frac{1}{8}$ 407 (500-1 $\frac{1}{8}$ ) |   |                        |
| CIRCLING         | 1940-1<br>505 (600-1)                           | 2160-1<br>725 (800-1)                           | 2360-2 $\frac{3}{4}$<br>925 (1000-2 $\frac{3}{4}$ ) | 2360-3<br>925 (1000-3) |







|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>53530</b><br><b>W32A</b> | APP CRS<br><b>317°</b> | Rwy Idg <b>3300</b><br>TDZE <b>1082</b><br>Apt Elev <b>1083</b> |
|--|------------------------|---|

RNAV (GPS) RWY 32

LAC QUI PARLE COUNTY (DXX)

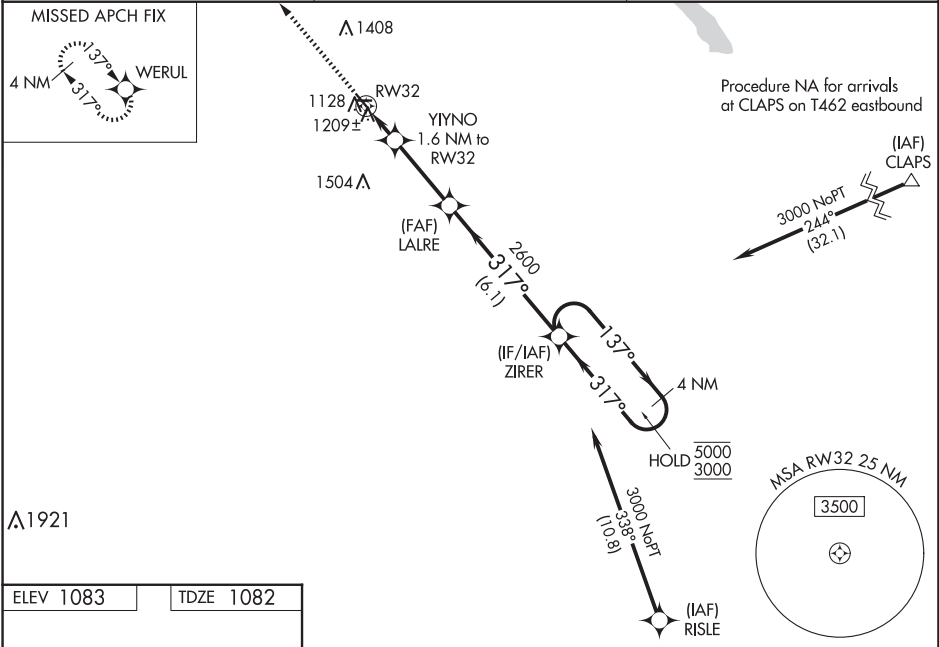
RNP APCH - GPS.

▼

Baro-VNAV NA when using Appleton Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA to Rwy's 9 and 27. When local altimeter setting not received, use Appleton Muni altimeter setting: increase LPV DA to 1329 feet; increase LNAV/VNAV DA to 1409 feet and visibility ¼ SM; increase all MDAs 60 feet and Circling Cat C visibility ½ SM.

MISSED APPROACH: Climb to 3000 direct WERUL and hold.

|                          |  |                                 |
|--------------------------|--|---------------------------------|
| AWOS-3<br><b>118.975</b> | MINNEAPOLIS CENTER<br><b>128.5 306.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|--|---------------------------------|



ELEV 1083

TDZE 1082

3000

WERUL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 23).

ZIRER

4 NM Holding Pattern

5000

3000

GP 3.00°

TCH 45

YIYNO

1.6 NM to RW32

1620

2600

317°

137°

317°

1.6 NM

3 NM

6.1 NM

REIL Rwy 14 and 32 0

MIRL Rwy 14-32 0

317°

| CATEGORY     | A                      | B           | C                          | D  |
|--------------|------------------------|-------------|----------------------------|----|
| LPV DA       | 1282-3/4 200 (200-3/4) |             |                            | NA |
| LNAV/VNAV DA | 1363-7/8 281 (300-7/8) |             |                            | NA |
| LNAV MDA     | 1460-1                 | 378 (400-1) | 1460-1 1/8 378 (400-1 1/8) | NA |
| CIRCLING     | 1640-1                 | 557 (600-1) | 1820-2 737 (800-2)         | NA |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Ldg  | <b>5000</b> |
| <b>150°</b> | TDZE     | <b>1718</b> |
|             | Apt Elev | <b>1718</b> |

RNAV (GPS) RWY 15  
MADISON MUNI (MDS)

MADISON MUNI (MDS)

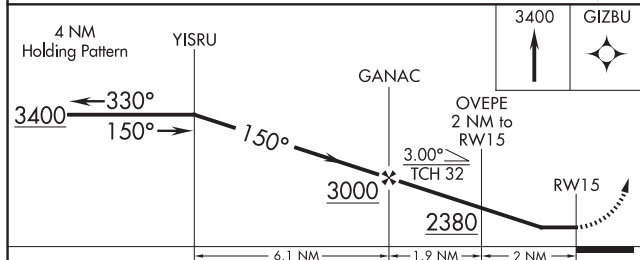
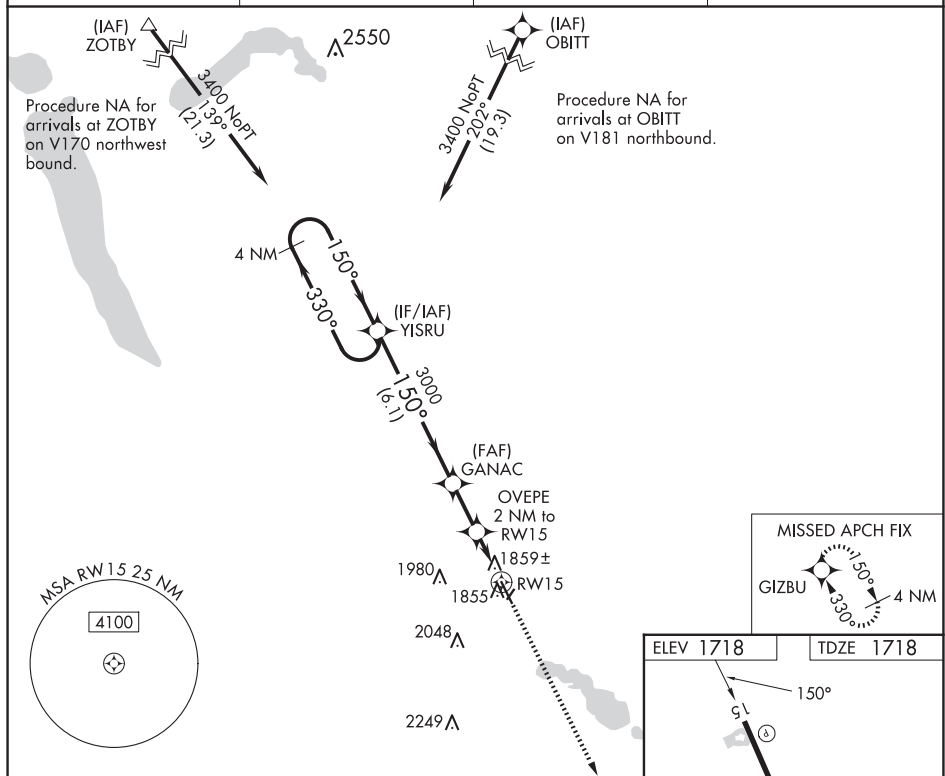
**T** Circling NA to Rwy 3 and 21. Rwy 15 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
**A** When local altimeter setting not received, use Brookings altimeter setting: increase all MDAs 60 feet and visibility LNAV and Circling Cat C and D  $\frac{1}{4}$  SM.

**MISSED APPROACH:** Climb to 3400 direct GIZBU and hold.

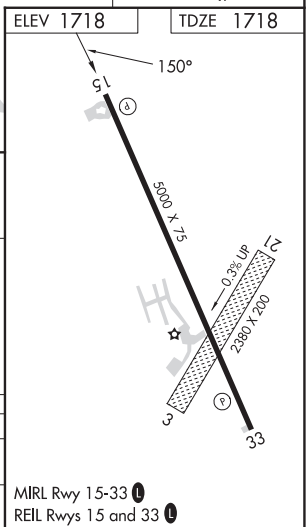
AWOS-3  
118.35

MINNEAPOLIS CENTER  
132.05 317.4

GCO  
121.725

UNICOM  
122.8 (CTAF) **L**

| CATEGORY  | A      | B           | C                     | D  |
|-----------|--------|-------------|-----------------------|--|
| LNNAV MDA | 2120-1 | 402 (500-1) | 2120-1 $\frac{1}{8}$  | 402 (500-1 $\frac{1}{8}$ )                         |
| CIRCLING  | 2180-1 | 462 (500-1) | 2400-2<br>682 (700-2) | 2400-2 $\frac{1}{4}$<br>682 (700-2 $\frac{1}{4}$ ) |



MADISON, SOUTH DAKOTA

AL-6067 (FAA)

25163

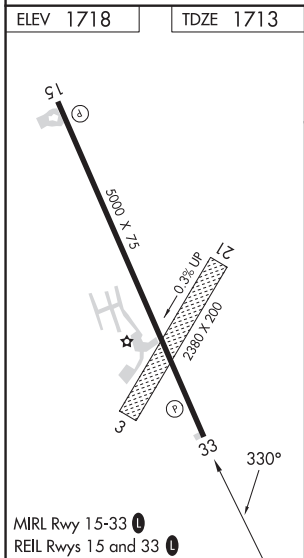
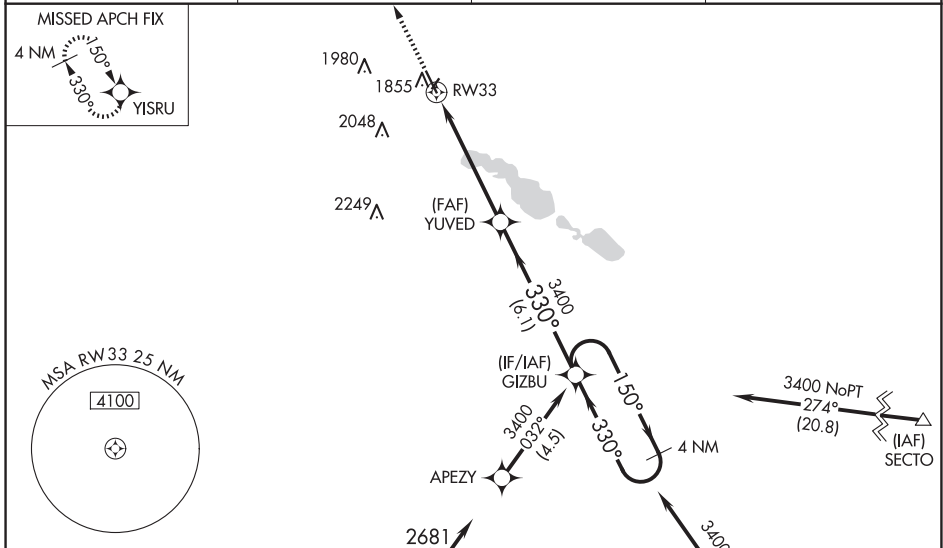
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>58321</b><br><b>W33A</b> | APP CRS<br><b>330°</b> | Rwy Ldg<br>TDZE <b>1713</b><br>Apt Elev <b>1718</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 33

MADISON MUNI (MDS)

|                 |   |
|-----------------|---|
| RNP APCH - GPS. | MISSED APPROACH:<br>Climb to 3400 direct<br>YISRU and hold. |
|-----------------|---|

|                         |   |                       |                               |
|-------------------------|---|-----------------------|-------------------------------|
| AWOS-3<br><b>118.35</b> | MINNEAPOLIS CENTER<br><b>132.05 317.4</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|-------------------------|---|-----------------------|-------------------------------|



|              |                    |             |                       |                               |
|--------------|--------------------|-------------|-----------------------|-------------------------------|
| 3400         | YISRU              | YUED        | GIZBU                 | 4 NM Holding Pattern          |
| 1.2          | 4 NM               | 6.1 NM      |                       |                               |
| CATEGORY     | A                  | B           | C                     | D                             |
| LPV DA       | 1963-1 250 (300-1) |             |                       |                               |
| LNAV/VNAV DA | 2013-1 300 (300-1) |             |                       |                               |
| LNAV MDA     | 2120-1             | 407 (500-1) | 2120-1 1/8            | 407 (500-1 1/8)               |
| CIRCLING     | 2180-1             | 462 (500-1) | 2400-2<br>682 (700-2) | 2400-2 1/4<br>682 (700-2 1/4) |

MADISON, SOUTH DAKOTA  
Orig-C 08SEP22

44°01'N-97°05'W

# RNAV (GPS) RWY 33

NC-1, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **45832**  
**W17A**

APP CRS  
**166°**

Rwy Idg  
TDZE **1246**  
Apt Elev **1246**

**RNAV (GPS) RWY 17**

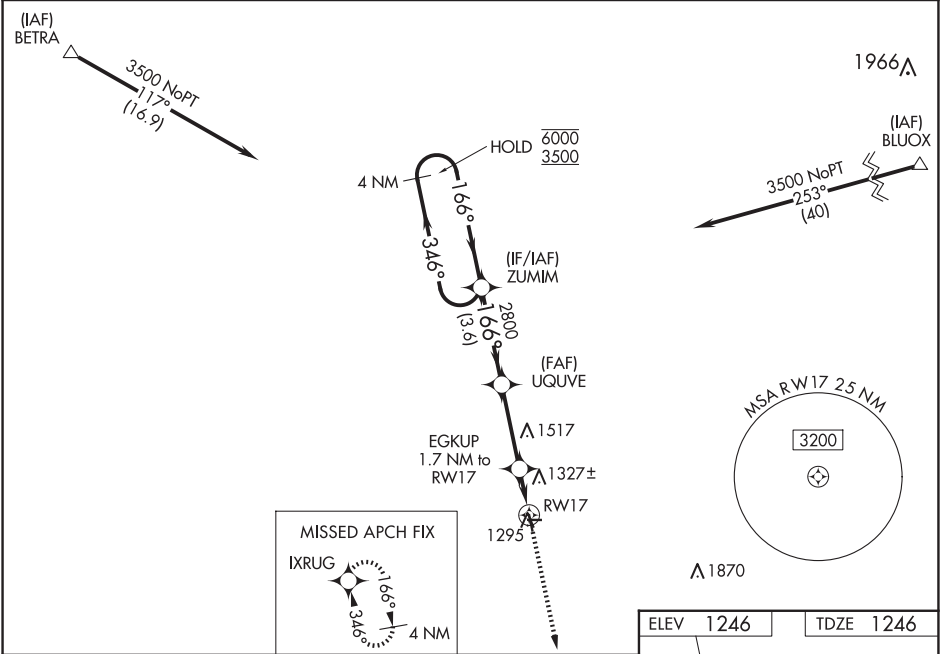
MAHNOMEN COUNTY (3N8)

RNP APCH.

Circling NA to Rwy 9 and 27. Baro-VNAV and VDP NA when using Fosston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Fosston altimeter setting and increase all DA to 1549 feet; increase all MDA 60 feet.

MISSED APPROACH:  
Climb to 3500 direct  
IXRUG and hold.

|                            |   |                      |
|----------------------------|---|----------------------|
| AWOS-3PT<br><b>121.125</b> | MINNEAPOLIS CENTER<br><b>127.35 278.3</b> | CTAF<br><b>122.9</b> |
|----------------------------|---|----------------------|



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

3500

IXRUG

\* LNAV only

GP 3.00° TCH 40

6000 ← 346°

3500 ← 166°

166°

2800

2800

EGKUP 1.7 NM to RWY 17

\* 1 NM to RWY 17

RWY 17

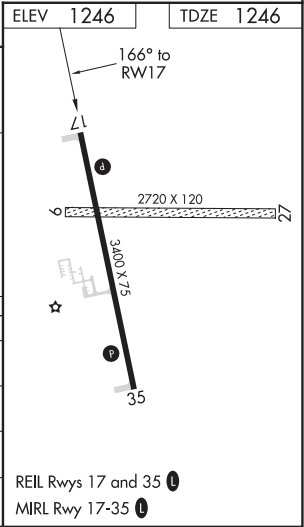
3.6 NM

3.1 NM

0.7 NM

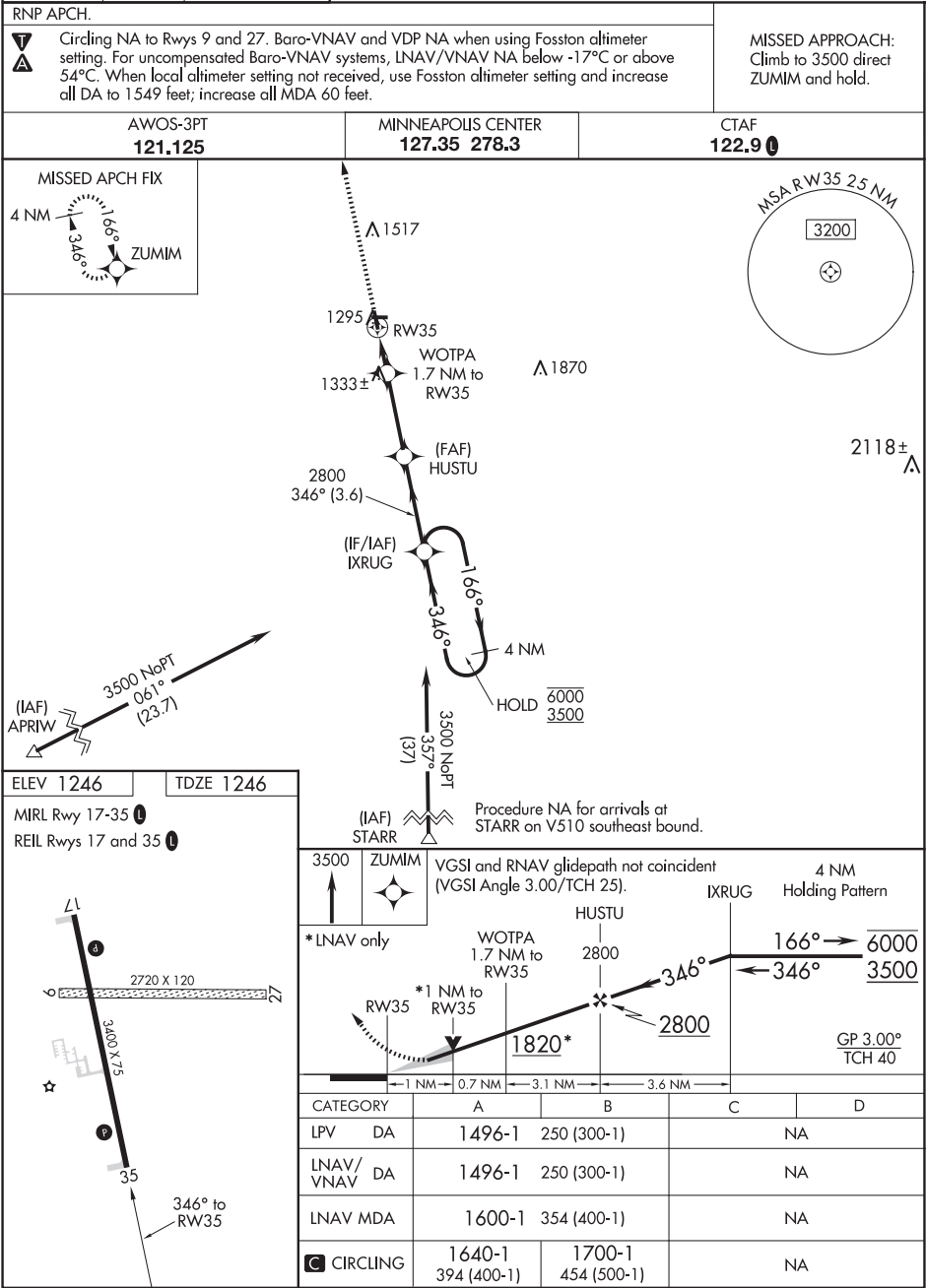
1 NM

| CATEGORY     | A                     | B                     | C | D  |
|--------------|-----------------------|-----------------------|---|----|
| LPV DA       | 1496-1                | 250 (300-1)           |   | NA |
| LNAV/VNAV DA | 1496-1                | 250 (300-1)           |   | NA |
| LNAV MDA     | 1580-1                | 334 (400-1)           |   | NA |
| CIRCLING     | 1640-1<br>394 (400-1) | 1700-1<br>454 (500-1) |   | NA |



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56532</b><br><b>W35A</b> | APP CRS<br><b>346°</b> | Rwy Idg <b>3400</b><br>TDZE <b>1246</b><br>Apt Elev <b>1246</b> |
|--|------------------------|---|

RNAV (GPS) RWY 35  
MAHNOMEN COUNTY (3N8)



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>49031</b><br><b>W13A</b> | APP CRS<br><b>139°</b> | Rwy Ldg <b>4399</b><br>TDZE <b>1942</b><br>Apt Elev <b>1944</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13

MANDAN RGNL/LAWLER FLD (Y19)

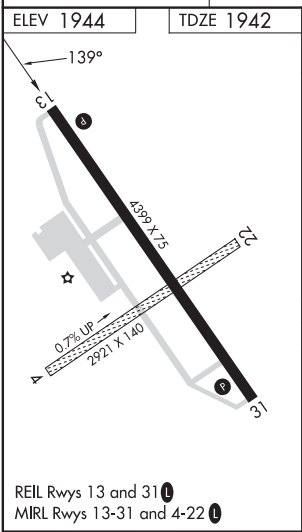
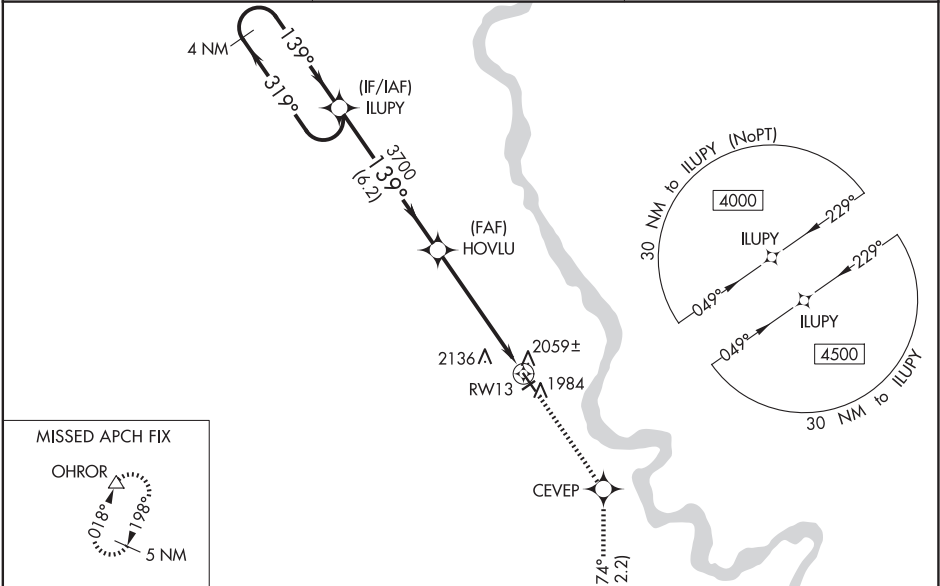
T

ASR

Baro-VNAV NA when using Bismarck altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM not authorized. VDP NA when using Bismarck altimeter setting. When local altimeter setting not received, use Bismarck altimeter setting and increase all DA 54 feet and LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, increase all MDA 60 feet and LNAV Cat C/D and Circling Cat D visibility ¼ mile. Circling to Rwy 4 and 22 NA.

MISSED APPROACH:  
Climb to 4700 direct  
CEVEP and on track  
174° to OHROR and  
hold.

|                          |  |                                 |
|--------------------------|--|---------------------------------|
| AWOS-3<br><b>118.225</b> | BISMARCK APP CON ★<br><b>126.3 298.9</b> | UNICOM<br><b>122.8 (CTAF) 1</b> |
|--------------------------|--|---------------------------------|



|   |                       |                       |                         |                       |
|---|-----------------------|-----------------------|-------------------------|-----------------------|
| VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 25).   |                       |                       |                         |                       |
| <div>4 NM Holding Pattern ILUPY</div> <div>4000 ← 319° 139° → 3700</div> <div>GP 3.00° TCH 55</div> <div>6.2 NM 4.3 NM 1.1 NM</div> <div>HOVLU 3700</div> <div>*1.1 NM to RW13</div> <div>RW13</div> <div>*LNAV only.</div> |                       |                       |                         |                       |
| CATEGORY  | A                     | B                     | C                       | D                     |
| LPV DA  | 2192-¾ 250 (300-¾)    |                       |                         |                       |
| LNAV/VNAV DA  | 2244-1 302 (300-1)    |                       |                         |                       |
| LNAV MDA  | 2320-1 378 (400-1)    |                       |                         |                       |
| CIRCLING  | 2360-1<br>416 (500-1) | 2460-1<br>516 (600-1) | 2460-1½<br>516 (600-1½) | 2560-2<br>616 (700-2) |

MANDAN, NORTH DAKOTA

AL-6759 (FAA)

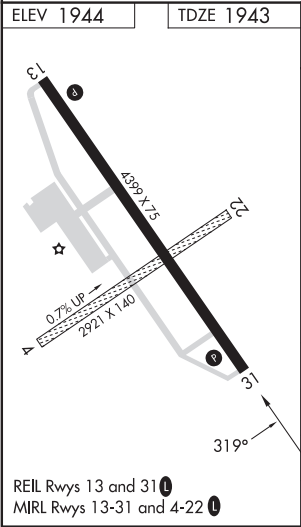
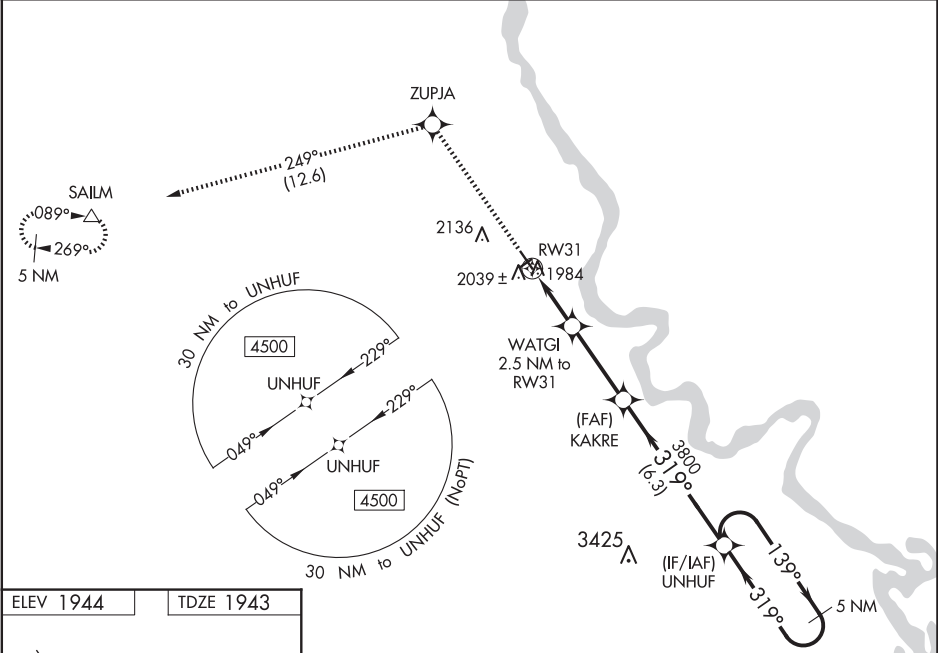
25163

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>93731</b><br><b>W31A</b> | APP CRS<br><b>319°</b> | Rwy Ldg <b>4399</b><br>TDZE <b>1943</b><br>Apt Elev <b>1944</b> |
|--|------------------------|---|

RNAV (GPS) RWY 31  
MANDAN RGNL/LAWLER FLD (Y19)

|                 |   |  |
|-----------------|---|--|
| <b>T</b><br>ASR | Baro-VNAV NA when using Bismarck altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bismarck altimeter setting and increase all DA 54 feet and LNAV/VNAV all Cts visibility ½ mile, increase all MDA 60 feet and LNAV Cat C/D visibility ½ mile and Circling Cat D ¼ mile. Helicopter visibility reduction below ¾ SM NA. Circling to Rwys 4 and 22 NA. | MISSED APPROACH: Climb to 4600 direct ZUPJA and on track 249° to SAILM and hold. |
|-----------------|---|--|

|                          |  |                                 |
|--------------------------|--|---------------------------------|
| AWOS-3<br><b>118.225</b> | BISMARCK APP CON ★<br><b>126.3 298.9</b> | UNICOM<br><b>122.8 (CTAF) 1</b> |
|--------------------------|--|---------------------------------|



| 4600              | ZUPJA                 | tr 249°               | SAILM                   | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25). |
|-------------------|-----------------------|-----------------------|-------------------------|--|
| *LNAV only.       | WATGI 2.5 NM to RW31  | KAKRE                 | UNHUF                   | 5 NM Holding Pattern   |
| RW31              | 2780*                 | 3800                  | 319°                    | 4500   |
| 2.5 NM            | 3.2 NM                | 6.3 NM                |                         | GP 3.00° TCH 45  |
| CATEGORY          | A                     | B                     | C                       | D  |
| LPV DA            | 2193-1                | 250 (300-1)           |                         |  |
| LNAV/VNAV DA      | 2220-1                | 277 (300-1)           |                         |  |
| LNAV MDA          | 2300-1                | 357 (400-1)           |                         |  |
| <b>C</b> CIRCLING | 2360-1<br>416 (500-1) | 2460-1<br>516 (600-1) | 2460-1½<br>516 (600-1½) | 2560-2<br>616 (700-2)  |

MANDAN, NORTH DAKOTA  
Orig-A 18AUG16

46°46'N-100°54'W

MANDAN RGNL/LAWLER FLD (Y19)  
RNAV (GPS) RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



VOR/DME BIS  
**115.65**  
Chan **103(Y)**

APP CRS  
**260°**

Rwy Ldg  
TDZE  
Apt Elev  
**N/A**  
**N/A**  
**1944**

VOR-A

MANDAN RGNL/LAWLER FLD (Y19)

▼

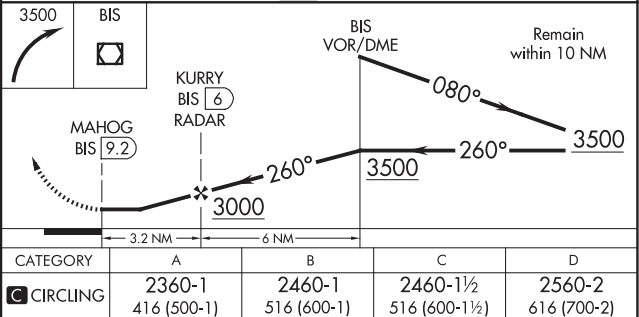
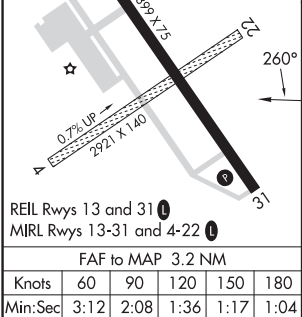
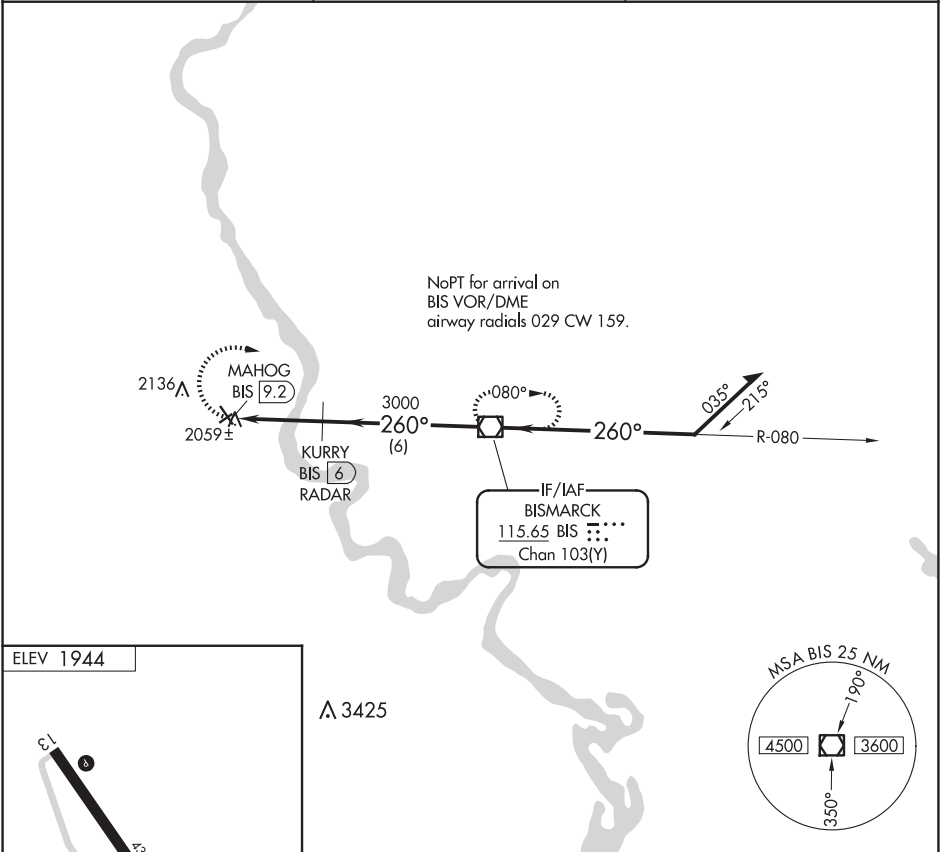
⚠

ASR

DME or RADAR required. When local altimeter setting not received, use Bismarck altimeter setting and increase all MDA 60 feet, and Cat D visibility ¼ mile. Circling to Rwy 4 and 22 NA.

MISSED APPROACH: Climbing right turn to 3500 direct BIS VOR/DME and hold.

|                          |  |                                 |
|--------------------------|--|---------------------------------|
| AWOS-3<br><b>118,225</b> | BISMARCK APP CON ★<br><b>126.3 298.9</b> | UNICOM<br><b>122.8 (CTAF) ①</b> |
|--------------------------|--|---------------------------------|

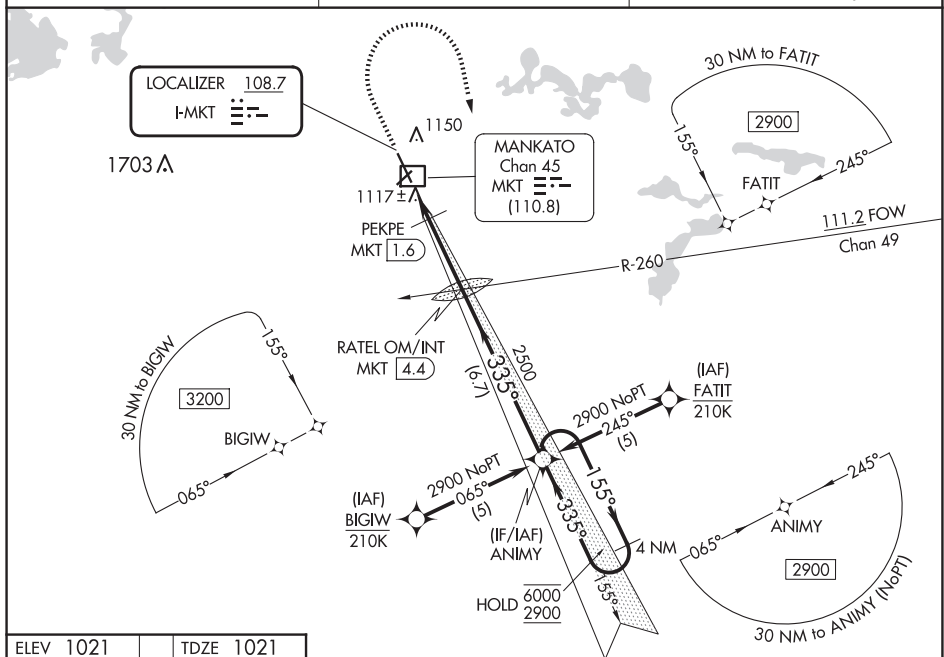


ILS Y or LOC Y RWY 33  
MANKATO RGNL (MKT)

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2900 direct ANIMY and hold.

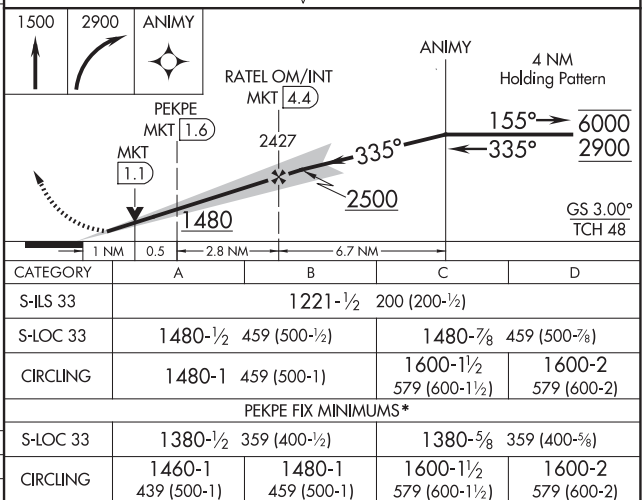


UNICOM  
122.725 (CTAF) **L**



FAF to MAP 4.3 NM

| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |



MANKATO RGNL (MKT)

ILS Y or LOC Y RWY 33

NC-1, 12 JUN 2025 to 07 AUG 2025

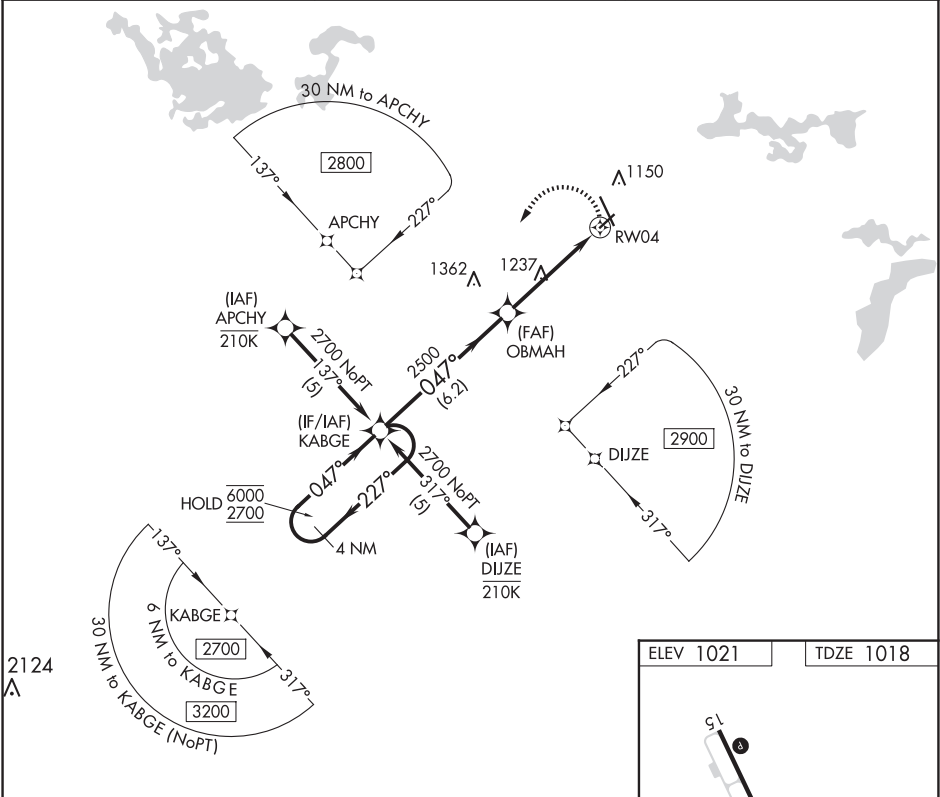
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 4000 |
|         | TDZE     | 1018 |
|         | Apt Elev | 1021 |

RNAV (GPS) RWY 4

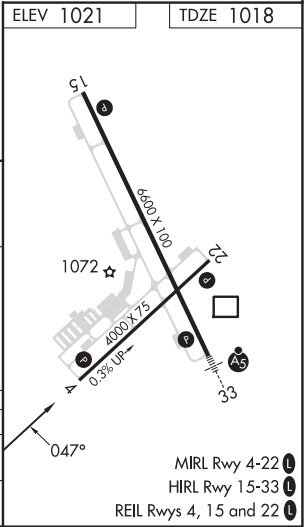
MANKATO RGNL (MKT)

|                 |  |
|-----------------|--|
| RNP APCH - GPS. | MISSED APPROACH: Climbing left turn to 2700 direct KABGE and hold. |
|-----------------|--|

|                     |                                   |                            |
|---------------------|-----------------------------------|----------------------------|
| AWOS-3PT<br>118.175 | MINNEAPOLIS CENTER<br>135.0 306.9 | UNICOM<br>122.725 (CTAF) 0 |
|---------------------|-----------------------------------|----------------------------|



|                      |        |             |                         |                 |       |
|----------------------|--------|-------------|-------------------------|-----------------|-------|
| 4 NM Holding Pattern |        | KABGE       |                         | 2700            | KABGE |
| 6000 ← 227°          |        | 2700 → 047° |                         | 047°            |       |
|                      |        | OBMAH       |                         | 1.5 NM to RWY04 |       |
|                      |        | 2500        |                         | 3.04° TCH 39    |       |
|                      |        | 6.2 NM      |                         | 3 NM            |       |
|                      |        |             |                         | 1.5 NM          |       |
| CATEGORY             | A      | B           | C                       | D               |       |
| LNAV MDA             | 1540-1 | 522 (600-1) | 1540-1½<br>522 (600-1½) | NA              |       |
| CIRCLING             | 1540-1 | 519 (600-1) | 1600-1½<br>579 (600-1½) | NA              |       |



MANKATO, MINNESOTA

AL-5755 (FAA)

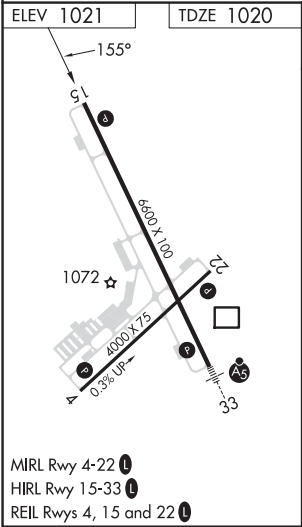
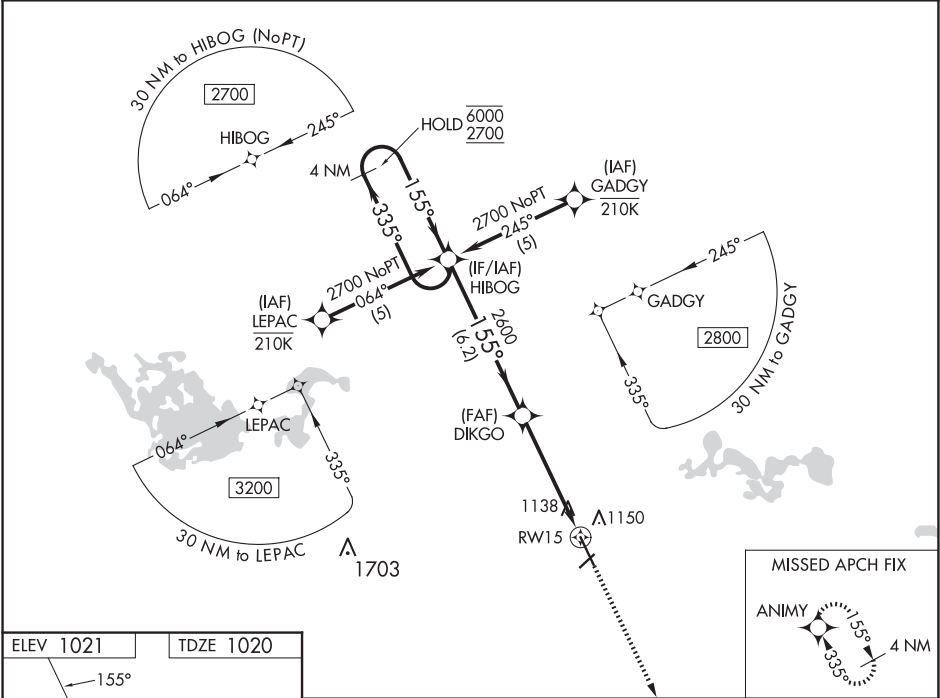
23334

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>45615</b><br><b>W15A</b> | APP CRS<br><b>155°</b> | Rwy ldg<br>TDZE<br>Apt Elev | <b>6600</b><br><b>1020</b><br><b>1021</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 15  
MANKATO RGNL (MKT)

|  |   |
|--|---|
| RNP APCH - GPS.  | MISSED APPROACH: Climb to 2900 direct ANIMY and hold. |
| ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 15 helicopter visibility reduction below 1 SM NA. |   |

|                            |  |                                   |
|----------------------------|--|-----------------------------------|
| AWOS-3PT<br><b>118.175</b> | MINNEAPOLIS CENTER<br><b>135.0 306.9</b> | UNICOM<br><b>122.725 (CTAF) 0</b> |
|----------------------------|--|-----------------------------------|



4 NM  
Holding Pattern

6000  
2700

GP 3.00°  
TCH 48

HIBOG

DIKGO

2900  
↑  
ANIMY

←335°  
155°→

155°

2600

1 NM to RW15  
RW15

1 NM

6.2 NM

3.8 NM

1 NM

| CATEGORY         | A                     | B                     | C                       | D                     |
|------------------|-----------------------|-----------------------|-------------------------|-----------------------|
| LPV DA           | 1270-1 250 (300-1)    |                       |                         |                       |
| LNAV/<br>VNAV DA | 1299-1 279 (300-1)    |                       |                         |                       |
| LNAV MDA         | 1400-1 380 (400-1)    |                       |                         |                       |
| CIRCLING         | 1460-1<br>439 (500-1) | 1480-1<br>459 (500-1) | 1600-1½<br>579 (600-1½) | 1600-2<br>579 (600-2) |

MANKATO, MINNESOTA  
Amdt 1 30NOV23

44°13'N-93°55'W

MANKATO RGNL (MKT)  
RNAV (GPS) RWY 15

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

APP CRS  
227°

Rwy Idg  
TDZE  
Apt Elev

4000  
1021  
1021

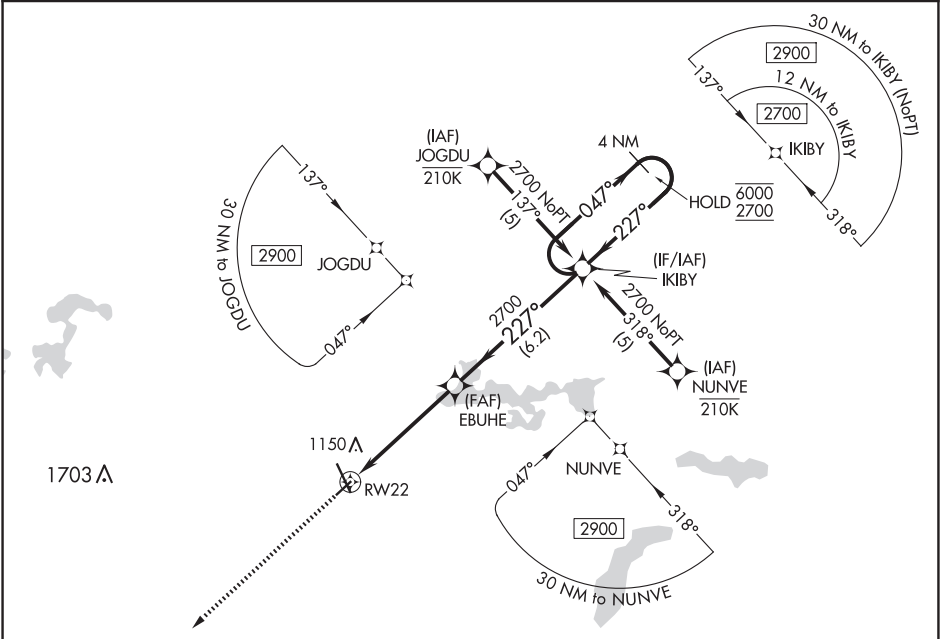
RNAV (GPS) RWY 22

MANKATO RGNL (MKT)

RNP APCH - GPS.

MISSED APPROACH: Climb to 2700 direct KABGE and hold.

|                     |                                   |                            |
|---------------------|-----------------------------------|----------------------------|
| AWOS-3PT<br>118.175 | MINNEAPOLIS CENTER<br>135.0 306.9 | UNICOM<br>122.725 (CTAF) 0 |
|---------------------|-----------------------------------|----------------------------|



KABGE

047°

227°

4 NM

ELEV 1021

TDZE 1021

2700

KABGE

VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 26).

EBUHE

IKIBY

4 NM Holding Pattern

1.6 NM to RW22

3.5 NM

6.2 NM

1.6 NM

3.5 NM

6.2 NM

| CATEGORY | A                  | B                    | C                    | D  |
|----------|--------------------|----------------------|----------------------|----|
| LNVA MDA | 1560-1 539 (600-1) | 1560-1½ 539 (600-1½) | 1560-1½ 539 (600-1½) | NA |
| CIRCLING | 1560-1 539 (600-1) | 1600-1½ 579 (600-1½) | 1600-1½ 579 (600-1½) | NA |

1072

6600 X 100

227°

22

0.3% UP

33

MIRL Rwy 4-22 0

HIRL Rwy 15-33 0

REIL Rws 4, 15 and 22 0

MANKATO, MINNESOTA

AL-5755 (FAA)

23334

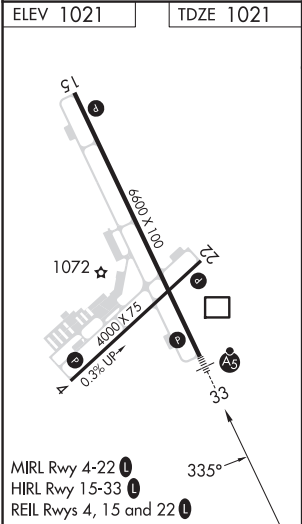
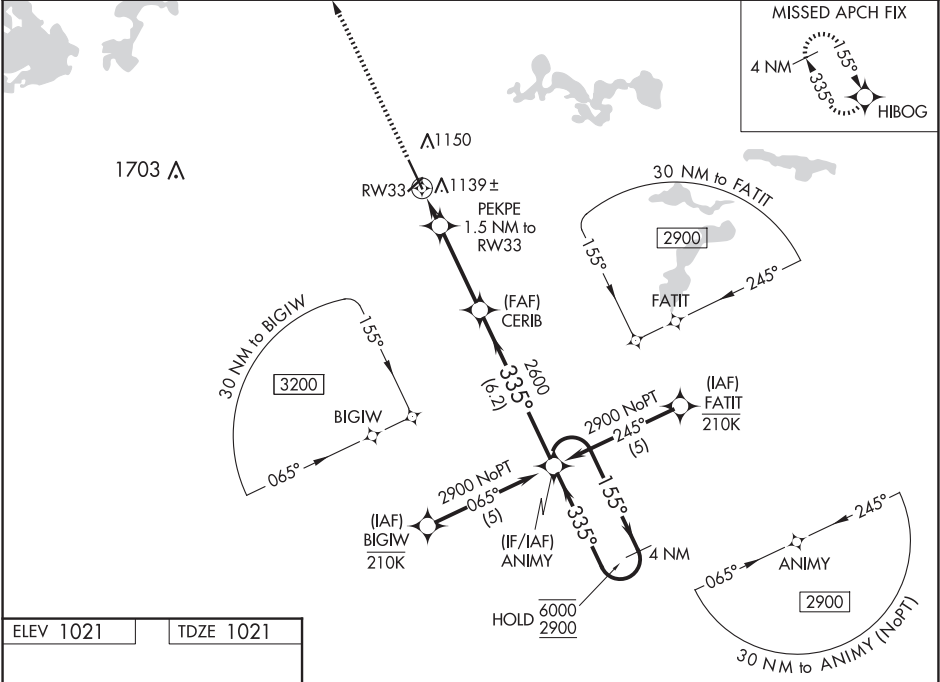
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86315</b><br><b>W33A</b> | APP CRS<br><b>335°</b> | Rwy Idg <b>6600</b><br>TDZE <b>1021</b><br>Apt Elev <b>1021</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 33

MANKATO RGNL (MKT)

|   |  |   |
|---|--|---|
| RNP APCH - GPS.   | MALSR<br> | MISSED APPROACH: Climb to 2700 direct HIBOG and hold. |
| ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cats C and D visibility to 1 SM. |  |   |

|                            |  |                                   |
|----------------------------|--|-----------------------------------|
| AWOS-3PT<br><b>118.175</b> | MINNEAPOLIS CENTER<br><b>135.0 306.9</b> | UNICOM<br><b>122.725 (CTAF) 0</b> |
|----------------------------|--|-----------------------------------|



|                         |                    |  |                      |                    |  |
|-------------------------|--------------------|--|----------------------|--------------------|--|
| 2700                    | HIBOG              | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49). |                      |                    |  |
| PEKPE<br>1.5 NM to RW33 | CERIB              | ANIMY  | 4 NM Holding Pattern | GP 3.00° TCH 45    |  |
| 1540                    | 2600               | 2600   | 6000                 | 2900               |  |
| 1.5 NM                  | 3.3 NM             | 6.2 NM   |                      |                    |  |
| CATEGORY                | A                  | B  | C                    | D                  |  |
| LPV DA                  | 1221-½ 200 (200-½) |  |                      |                    |  |
| LNAV/VNAV DA            | 1320-½ 299 (300-½) |  |                      |                    |  |
| LNAV MDA                | 1400-½ 379 (400-½) |  | 1400-⅝ 379 (400-⅝)   |                    |  |
| CIRCLING                | 1460-1 439 (500-1) | 1480-1 459 (500-1)   | 1600-1½ 579 (600-1½) | 1600-2 579 (600-2) |  |

MANKATO, MINNESOTA  
Amdt 1 30NOV23

44°13'N-93°55'W

# RNAV (GPS) RWY 33

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

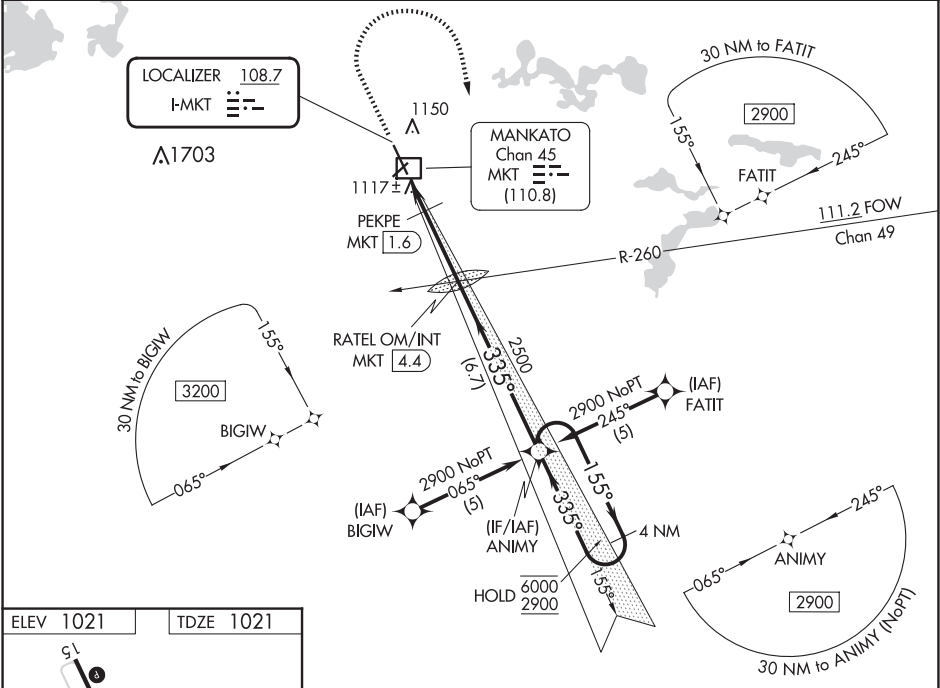
|                           |                        |   |
|---------------------------|------------------------|---|
| LOC I-MKT<br><b>108.7</b> | APP CRS<br><b>335°</b> | Rwy Idg<br>TDZE <b>1021</b><br>Apt Elev <b>1021</b> |
|---------------------------|------------------------|---|

COPTER ILS Z or LOC Z RWY 33

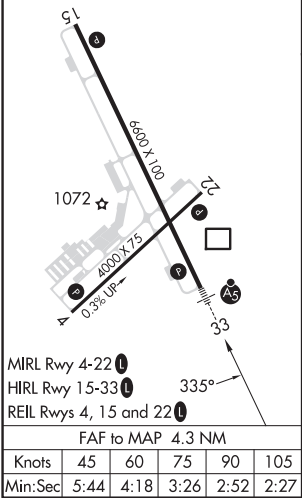
MANKATO RGNL (MKT)

|   |                                   |  |
|---|-----------------------------------|--|
| RNP APCH - GPS.   | MALSR                             | MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct ANIMY and hold. |
| <div><div><div></div><div></div></div><div>DME from MKT DME. DME use requires simultaneous reception of I-MKT and MKT DME. For inop ALS, increase H-ILS 33 visibility to ¾ SM, H-LOC 33 to ½ SM, and PEKPE fix minimums H-LOC 33 to ½ SM. * DME from MKT DME.</div></div> | <div><div></div><div></div></div> |  |

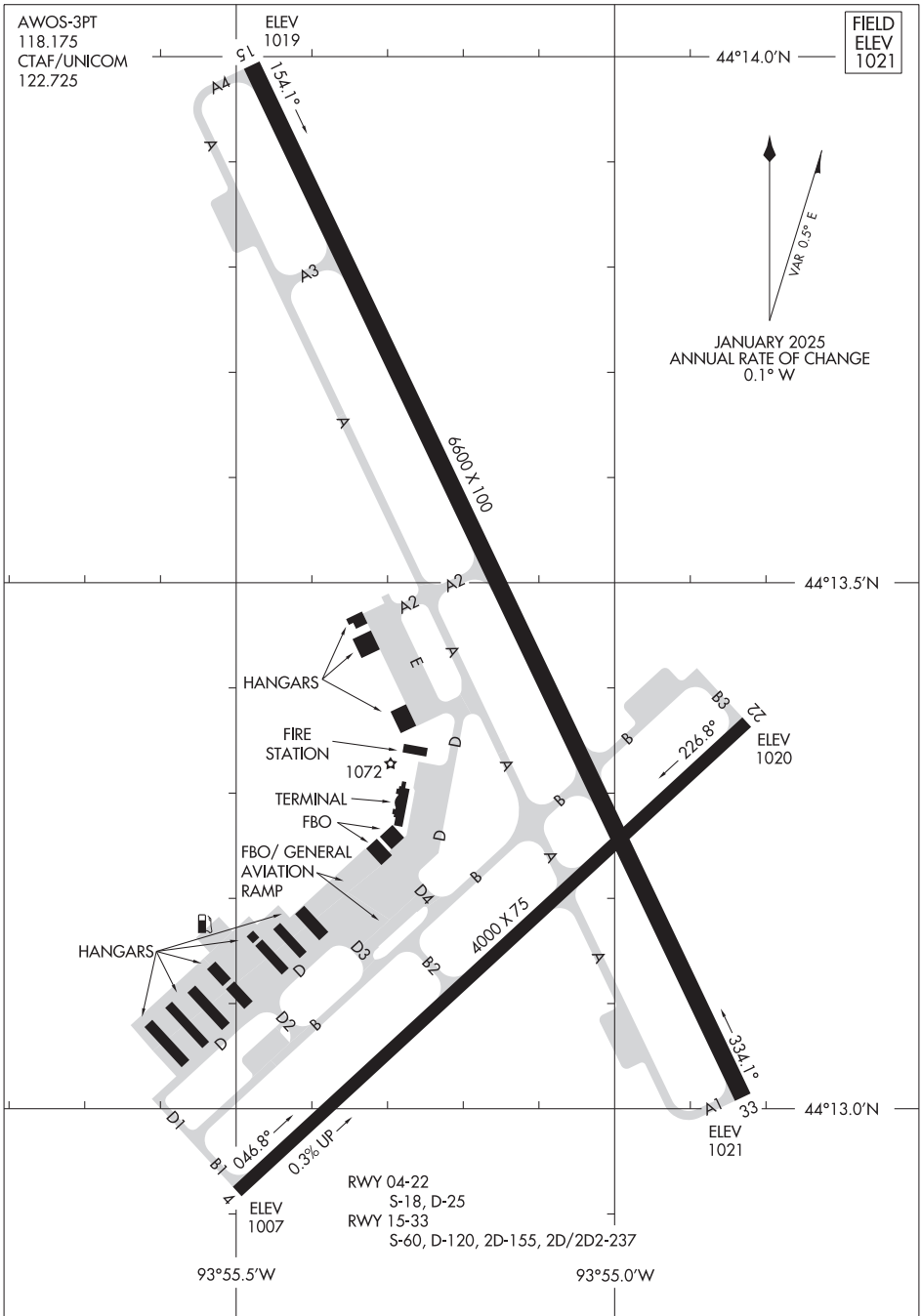
|                            |  |  |
|----------------------------|--|--|
| AWOS-3PT<br><b>118.175</b> | MINNEAPOLIS CENTER<br><b>135.0 306.9</b> | UNICOM<br><b>122.725 (CTAF)</b> <b>0</b> |
|----------------------------|--|--|



|           |           |
|-----------|-----------|
| ELEV 1021 | TDZE 1021 |
|-----------|-----------|



|                     |                    |        |
|---------------------|--------------------|--------|
| 1500                | 2900               | ANIMY  |
| ↑                   | ↻                  | ✧      |
| RATL OM/INT MKT 4.4 |                    |        |
| PEKPE MKT 1.6       | 2427               | ANIMY  |
| MKT 1.1             | 1480               | 2500   |
| 1 NM                | 0.5                | 2.8 NM |
| 6.7 NM              |                    |        |
| CATEGORY            | COPTER             |        |
| H-ILS 33            | 1221-¼ 200 (200-¼) |        |
| H-LOC 33            | 1480-¼ 459 (500-¼) |        |
| PEKPE FIX MINIMUMS* |                    |        |
| H-LOC 33            | 1380-¼ 359 (400-¼) |        |



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



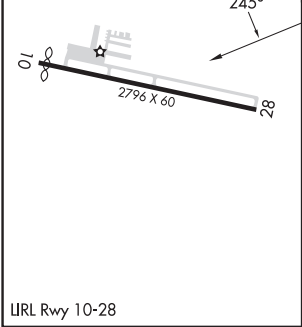
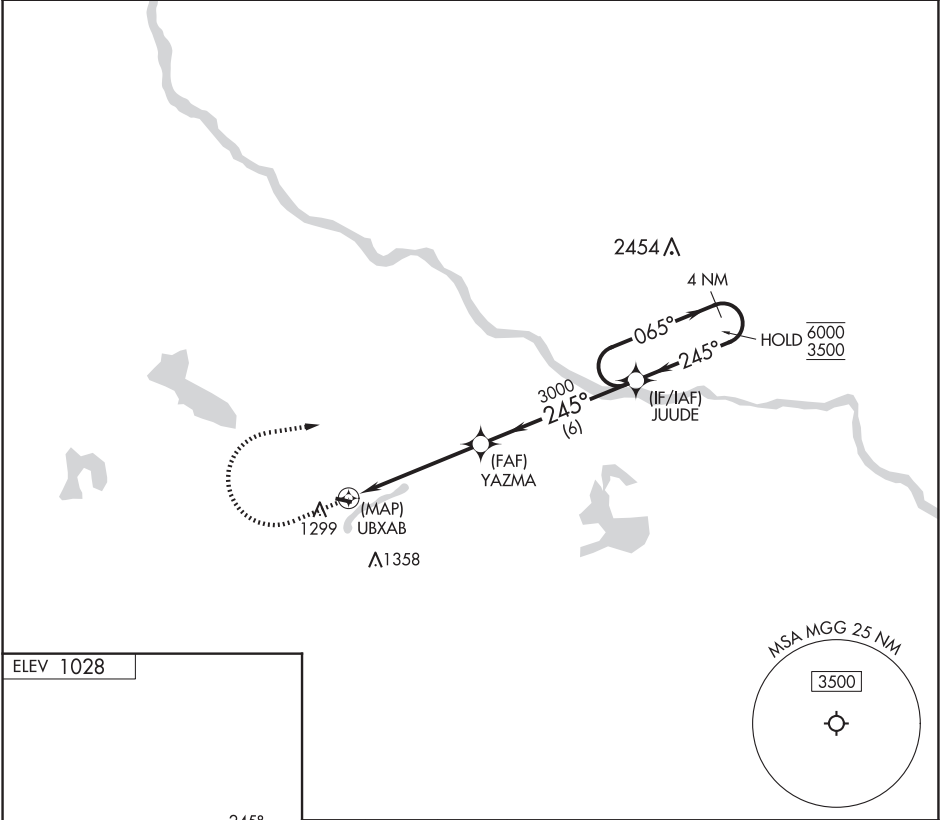
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | N/A  |
| 245°    | TDZE     | N/A  |
|         | Apt Elev | 1028 |

RNAV (GPS)-A

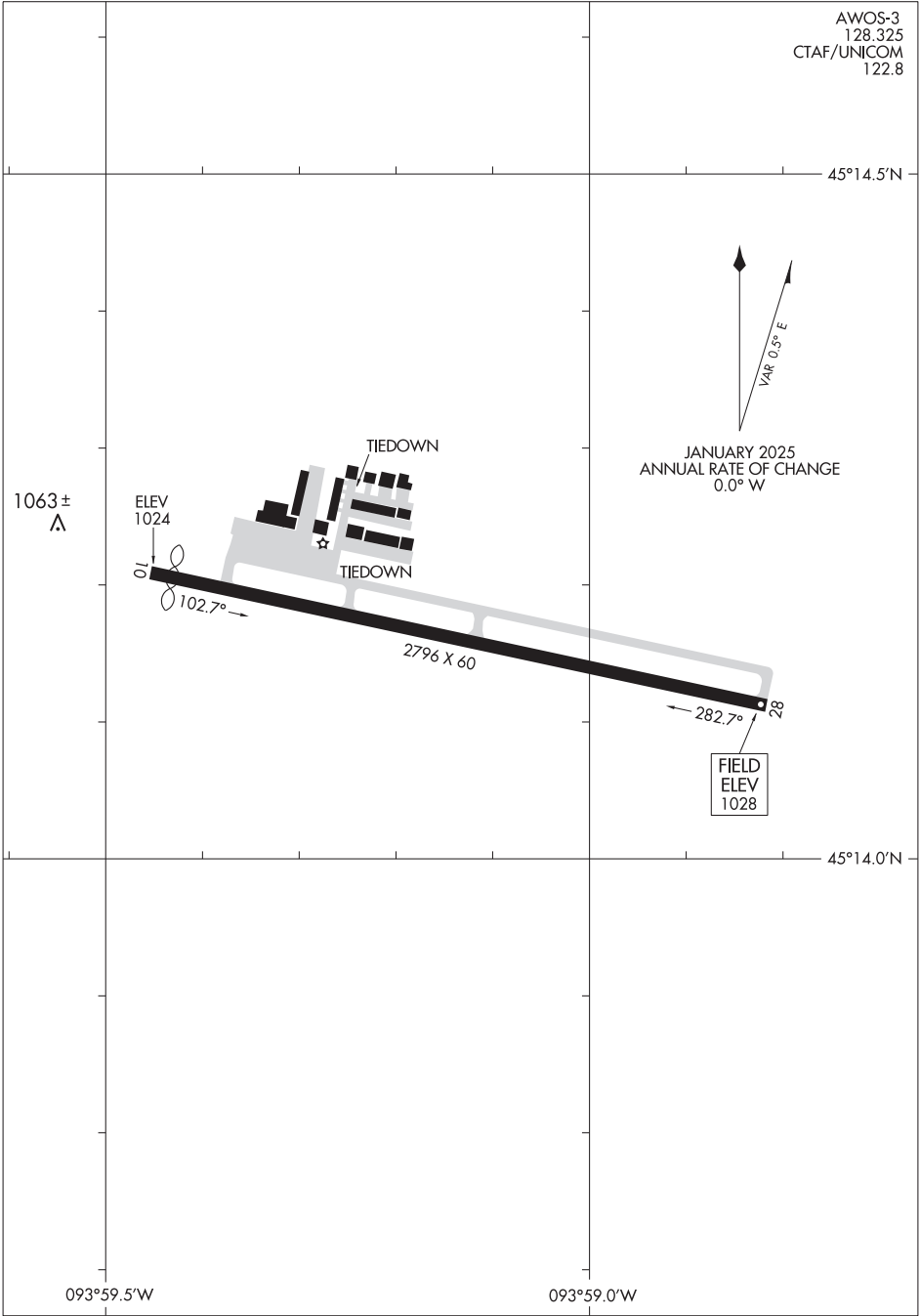
MAPLE LAKE MUNI-BILL MAVENCAMP SR FLD (MGG)

|   |  |
|---|--|
| RNP APCH - GPS.   | MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 direct JUUDE and hold. |
| ⚠ Procedure NA at night. Rwy 10 and 28 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Buffalo altimeter setting and increase all MDAs 40 feet. |  |

|                   |                                     |                        |
|-------------------|-------------------------------------|------------------------|
| AWOS-3<br>128.325 | MINNEAPOLIS APP CON<br>126.5 335.65 | UNICOM<br>122.8 (CTAF) |
|-------------------|-------------------------------------|------------------------|



|          |        |             |                       |
|----------|--------|-------------|-----------------------|
| 2000     | 3500   | JUUDE       | JUUDE                 |
| ↑        | ↻      | ✧           | 4 NM Holding Pattern  |
| UB XAB   | YAZMA  | JUUDE       | 6000<br>3500          |
| 5.1 NM   | 6 NM   |             |                       |
| CATEGORY | A      | B           | C                     |
| CIRCLING | 1660-1 | 632 (700-1) | 1720-2<br>692 (700-2) |



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|                           |                        |                             |   |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-GBY<br><b>109.7</b> | APP CRS<br><b>125°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7221</b><br><b>1183</b><br><b>1183</b> |
|---------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 12  
SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FLD (MML)

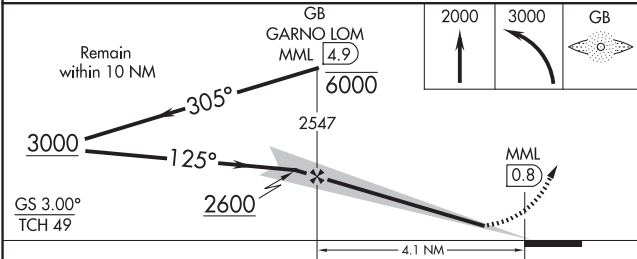
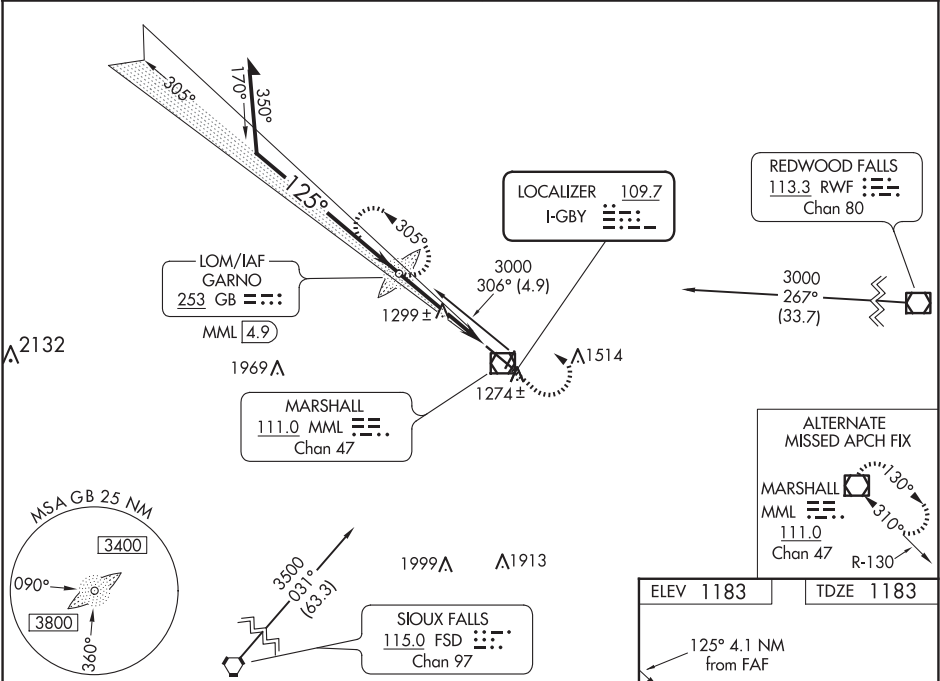
ADF or DME required.

When local altimeter setting not received, use Tracy Muni altimeter setting and increase ILS DA to 1441 feet and all MDA 60 feet, S-LOC Cat C/D visibility 1/8 SM and Circling visibility Cat C/D 1/4 SM. Inop table does not apply. For inop ALS increase S-LOC 12 all Cats visibility to 1 SM. Inop table does not apply when using Tracy Muni altimeter setting. For inop ALS when using Tracy Muni altimeter setting, increase S-LOC 12 Cat A/B visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct GARNO LOM/ MML 4.9 DME and hold.

|                            |  |                       |                               |
|----------------------------|--|-----------------------|-------------------------------|
| AWOS-3PT<br><b>120.150</b> | MINNEAPOLIS CENTER<br><b>127.1 290.2</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|----------------------------|--|-----------------------|-------------------------------|



ELEV 1183 TDZE 1183

125° 4.1 NM from FAF

7221 X 100 3089 X 75

HIRL Rwy 12-30  
REIL Rwy 2 and 20  
MIRL Rwy 2-20

FAF to MAP 4.1 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

MARSHALL, MINNESOTA

AL-5640 (FAA)

21196

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82106</b><br><b>W12A</b> | APP CRS<br><b>125°</b> | Rwy Idg <b>7221</b><br>TDZE <b>1183</b><br>Apt Elev <b>1183</b> |
|--|------------------------|---|

## RNAV (GPS) RWY 12

SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FLD (MML)

RNP APCH-GPS.

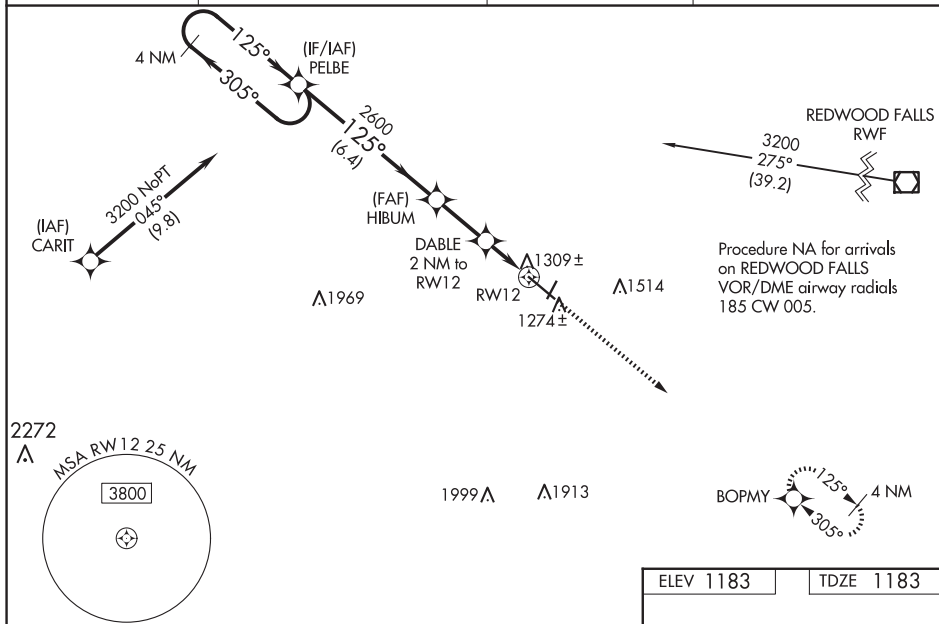
**⚠** Baro-VNAV and VDP NA when using Tracy Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 36°C. When local altimeter setting not received, use Tracy Muni altimeter setting and increase LPV DA to 1441 feet; LNAV/VNAV DA to 1548 and all Cats visibilities  $\frac{1}{8}$  SM; increase all MDA 60 feet, LNAV visibility Cat C/D  $\frac{1}{8}$  SM and Circling visibility Cat C/D  $\frac{1}{4}$  SM. For inop ALS, increase LNAV/VNAV all Cats visibility to  $\frac{3}{8}$  SM, and LNAV Cat C/D visibility to 1 SM. For inop ALS when using Tracy Muni altimeter setting, increase LNAV/VNAV all Cats visibility to 1 SM.

MALSR

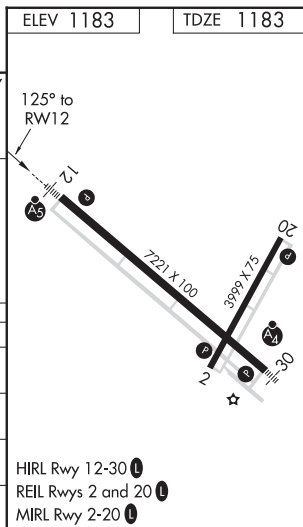


**MISSED APPROACH:**  
Climb to 3000 direct BOPMY and hold.

|                            |  |                       |                               |
|----------------------------|--|-----------------------|-------------------------------|
| AWOS-3PT<br><b>120.150</b> | MINNEAPOLIS CENTER<br><b>127.1 290.2</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|----------------------------|--|-----------------------|-------------------------------|



|                      |                     |        |                           |  |                           |
|----------------------|---------------------|--------|---------------------------|--|---------------------------|
| 4 NM Holding Pattern |                     | PELBE  | HIBUM                     | DABLE 2 NM to RW12                                 | RW12                      |
| 3200                 |                     | 305°   | 125°                      | 125°   | 305°                      |
| GP 3.00°             |                     | TCH 49 | 2600                      | *1860  | *1 NM to RW12             |
|                      |                     | 6.4 NM | 2.3 NM                    | 1 NM   | 1 NM                      |
| CATEGORY             | A                   | B      | C                         | D  |                           |
| LPV DA               | 1383- $\frac{1}{2}$ |        | 200 (200- $\frac{1}{2}$ ) |  |                           |
| LNAV/VNAV DA         | 1490- $\frac{1}{2}$ |        | 307 (400- $\frac{1}{2}$ ) |  |                           |
| LNAV MDA             | 1560- $\frac{1}{2}$ |        | 377 (400- $\frac{1}{2}$ ) | 1560- $\frac{5}{8}$                                | 377 (400- $\frac{5}{8}$ ) |
| CIRCLING             | 1640-1              |        | 457 (500-1)               | 1820-1 $\frac{3}{4}$<br>637 (700-1 $\frac{3}{4}$ ) | 1840-2<br>657 (700-2)     |



MARSHALL, MINNESOTA

Amdt 1C 15JUL21

SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FLD (MML)

44°27'N-95°49'W

## RNAV (GPS) RWY 12

WAAS  
CH **86321**  
**W30A**

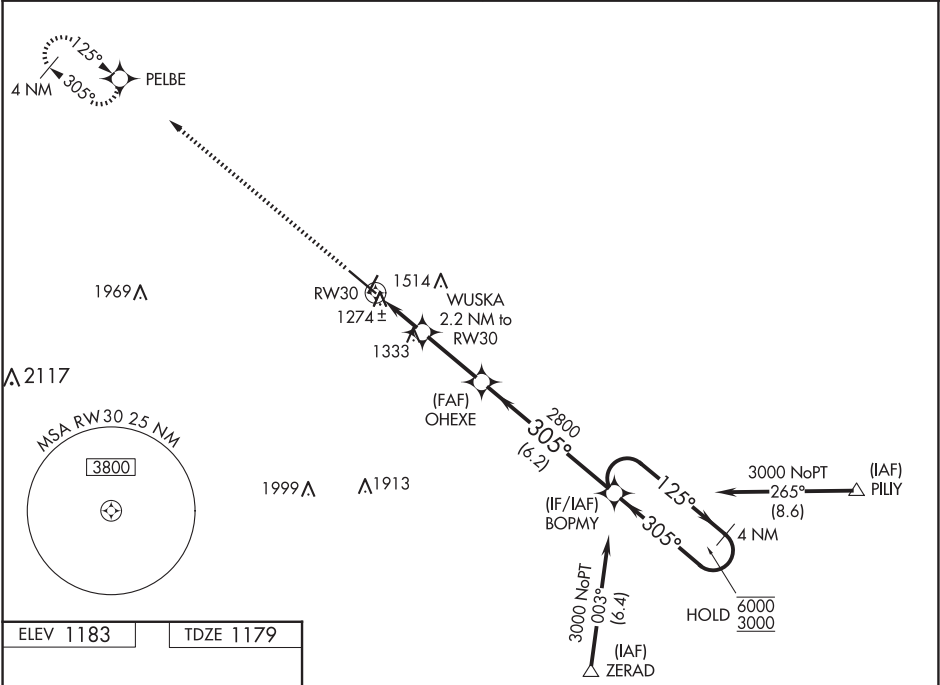
APP CRS  
**305°**

Rwy Idg  
TDZE  
Apt Elev  
**7221**  
**1179**  
**1183**

**RNAV (GPS) RWY 30**

SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FLD (MML)

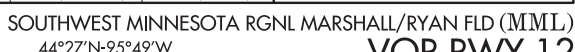
|                            |  |                       |   |
|----------------------------|--|-----------------------|---|
| RNP APCH - GPS             |  | MALSF                 | MISSED APPROACH:<br>Climb to 3200 direct<br>PELBE and hold. |
| AWOS-3PT<br><b>120.150</b> | MINNEAPOLIS CENTER<br><b>127.1 290.2</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b>                      |



|   |  |   |
|---|--|---|
| ELEV 1183   |  | TDZE 1179   |
|   |  |   |
| HIRL Rwy 12-30 <b>1</b><br>REIL Rwy 2 and 20 <b>1</b><br>MIRL Rwy 2-20 <b>1</b> |  |   |
|   |  |   |
| 3200 PELBE  |  | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 32).   |
|   |  |   |
| WUSKA 2.2 NM to RW30  |  | OHXE 2800   |
| 1.2 NM to RW30  |  | BOPMY 4 NM Holding Pattern  |
| 1.2 NM 1 NM 2.8 NM 6.2 NM   |  |   |
| CATEGORY  |  | A B C D   |
| LPV DA  |  | 1429- <sup>3</sup> / <sub>4</sub> 250 (300- <sup>3</sup> / <sub>4</sub> )   |
| LNAV/VNAV DA  |  | 1464- <sup>3</sup> / <sub>4</sub> 285 (300- <sup>3</sup> / <sub>4</sub> )   |
| LNAV MDA  |  | 1600- <sup>3</sup> / <sub>4</sub> 421 (500- <sup>3</sup> / <sub>4</sub> ) 1600-1 421 (500-1)                      |
| CIRCLING  |  | 1640-1 457 (500-1) 1820-1 <sup>3</sup> / <sub>4</sub> 637 (700-1 <sup>3</sup> / <sub>4</sub> ) 1840-2 657 (700-2) |

VOR RWY 12  
SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FLD (MML)

**MISSED APPROACH:** Climb to 2000, then climbing left turn to 2800 direct MML VOR/DME and hold.

UNICOM  
122.8 (CTAF) **L**

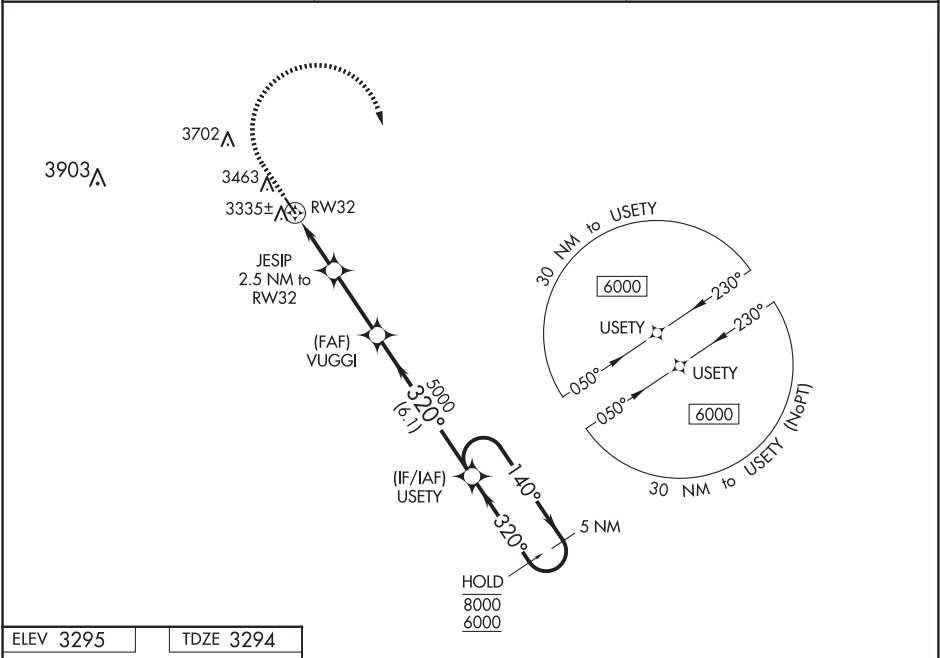
VOR RWY 12

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>77540</b><br><b>W32A</b> | APP CRS<br><b>320°</b> | Rwy Idg <b>3699</b><br>TDZE <b>3294</b><br>Apt Elev <b>3295</b> |
|--|------------------------|---|

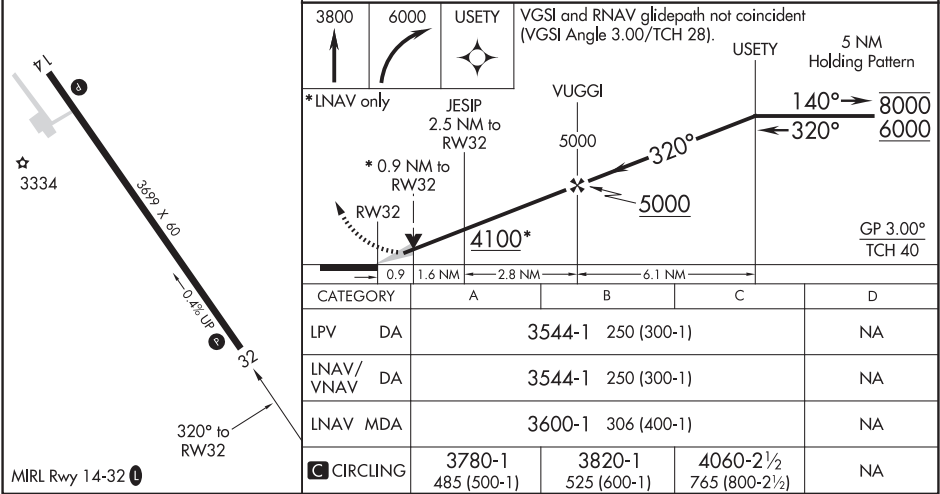
RNAV (GPS) RWY 32

MARTIN MUNI (9V6)

|                 |                               |  |
|-----------------|-------------------------------|--|
| RNP APCH.       |                               | MISSED APPROACH: Climb to 3800 then climbing right turn to 6000 direct USETY and hold. |
| NA              |                               |  |
| AWOS-2<br>123.0 | DENVER CENTER<br>127.95 338.2 | CTAF<br>122.90   |



|           |           |
|-----------|-----------|
| ELEV 3295 | TDZE 3294 |
|-----------|-----------|



MC GREGOR, MINNESOTA

AL-9495 (FAA)

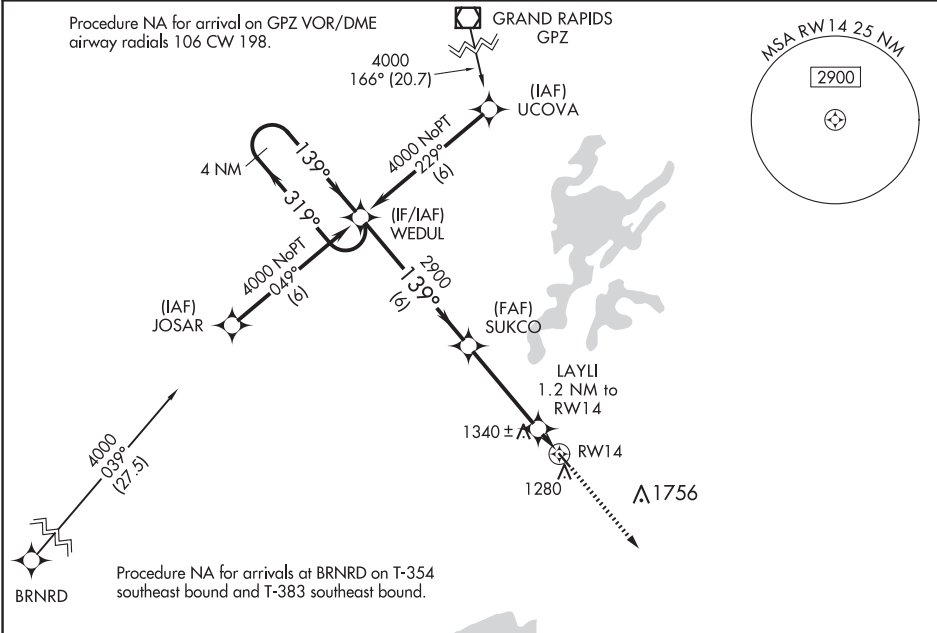
20310

|                        |          |             |
|------------------------|----------|-------------|
| APP CRS<br><b>139°</b> | Rwy Idg  | <b>3400</b> |
|                        | TDZE     | <b>1228</b> |
|                        | Apt Elev | <b>1228</b> |

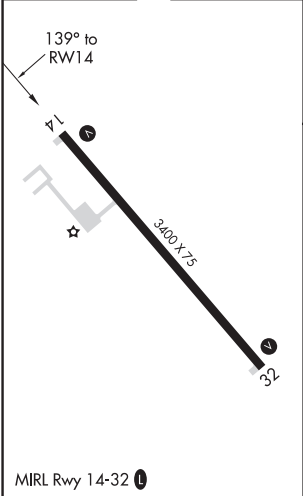
**RNAV (GPS) RWY 14**  
ISEDOR IVERSON (HZX)

|   |   |
|---|---|
| <b>T</b><br>DME/DME RNP-0.3 NA. When local altimeter setting not received, use Aitkin altimeter setting and increase all MDA 40 feet. | MISSED APPROACH: Climb to 4000 direct ZUDED and hold. |
|---|---|

|                          |   |                        |
|--------------------------|---|------------------------|
| AWOS-3<br><b>119.575</b> | MINNEAPOLIS CENTER<br><b>127.9 281.45</b> | CTAF<br><b>122.9 0</b> |
|--------------------------|---|------------------------|



|           |           |
|-----------|-----------|
| ELEV 1228 | TDZE 1228 |
|-----------|-----------|



|   |                       |                       |        |                            |            |
|---|-----------------------|-----------------------|--------|----------------------------|------------|
| VGSI and descent angles not coincident<br>(VGSI Angle 3.00/TCH 23). |                       |                       |        | 4000<br>↑                  | ZUDED<br>✦ |
| 4 NM<br>Holding Pattern   |                       | WEDUL                 | SUKCO  | LAYLI<br>1.2 NM to<br>RW14 |            |
| 4000  | ←319°<br>139°→        |                       | 139°   |                            |            |
|   |                       |                       | 2900   | 3.31°<br>TCH 40            |            |
|   |                       |                       | 1680   |                            |            |
|   |                       | 6 NM                  | 3.9 NM | 1.2 NM                     |            |
| CATEGORY  | A                     | B                     | C      | D                          |            |
| LNAV MDA  | 1600-1                | 372 (400-1)           | NA     |                            |            |
| CIRCLING  | 1660-1<br>432 (500-1) | 1700-1<br>472 (500-1) | NA     |                            |            |

MC GREGOR, MINNESOTA  
Amdt 1 12OCT17

46°37'N-93°19'W

ISEDOR IVERSON (HZX)  
**RNAV (GPS) RWY 14**

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



APP CRS  
319°

Rwy Idg  
TDZE  
Apt Elev

3400  
1226  
1228

RNAV (GPS) RWY 32  
ISEDOR IVERSON (HZX)

7

DME/DME RNP-0.3 NA.  
When local altimeter setting not received, use Aitkin altimeter setting and increase all MDAs 40 feet.  
VDP NA when using Aitkin altimeter setting.

MISSED APPROACH: Climb to 4000 direct WEDUL and hold.

|                   |                                    |                 |
|-------------------|------------------------------------|-----------------|
| AWOS-3<br>119.575 | MINNEAPOLIS CENTER<br>127.9 281.45 | CTAF<br>122.9 0 |
|-------------------|------------------------------------|-----------------|

Procedure NA for arrivals at LINDR via V218 southbound.

4000 WEDUL

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 19).

4 NM Holding Pattern

PICK 2.3 NM to RW32

WOXER

ZUDED

1.1 NM to RW32

3.04° TCH 40

319°

139°

4000

2000

2900

1.1 1.3 2.8 6 NM

|           |                       |                       |    |   |
|-----------|-----------------------|-----------------------|----|---|
| CATEGORY  | A                     | B                     | C  | D |
| LNNAV MDA | 1600-1                | 374 (400-1)           | NA |   |
| CIRCLING  | 1660-1<br>432 (500-1) | 1700-1<br>472 (500-1) | NA |   |

MIRL Rwy 14-32 0

MC GREGOR, MINNESOTA

ISEDOR IVERSON (HZX)

Orig-A 01MAR18

46°37'N-93°19'W

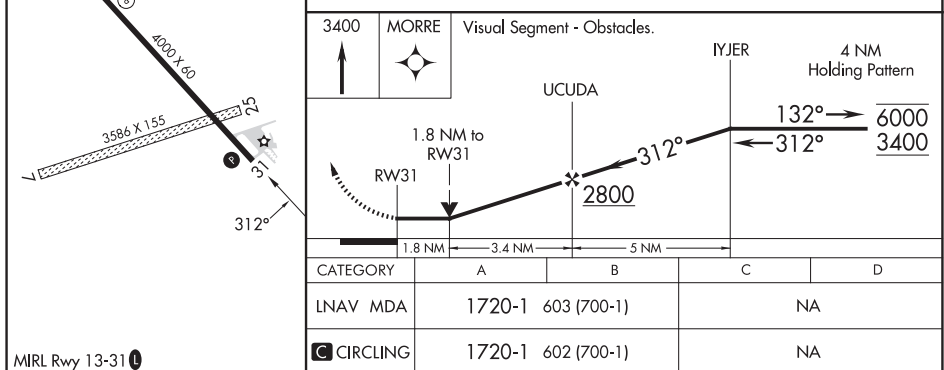
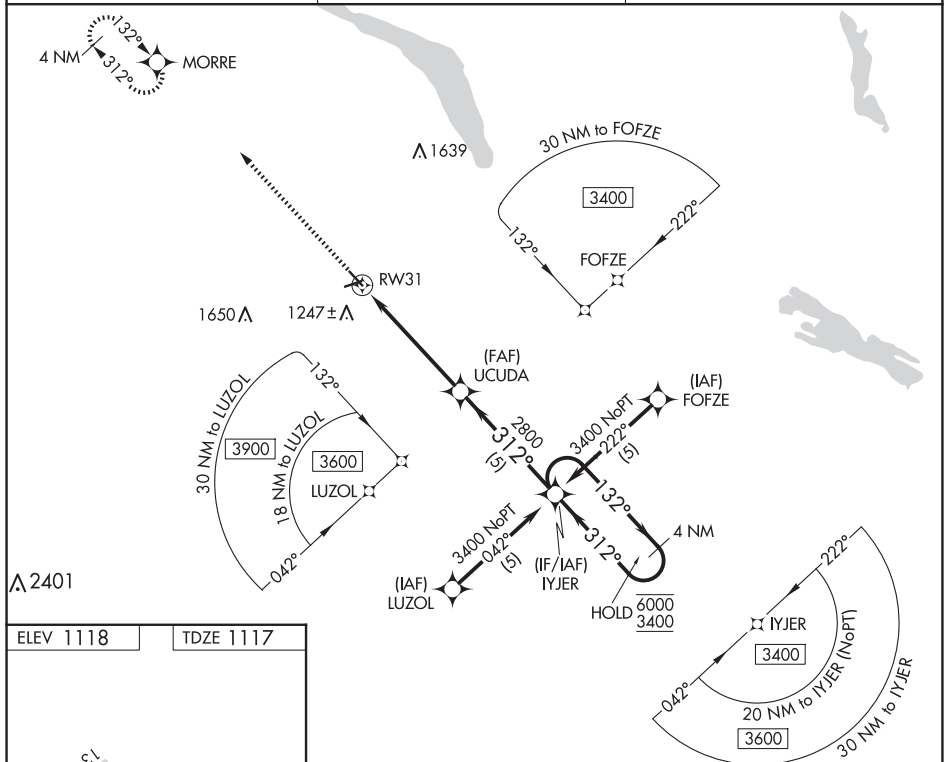
319

RNAV (GPS) RWY 32

RNAV (GPS) RWY 31  
MILBANK MUNI (1D1)

**MISSED APPROACH:** Climb to 3400 direct MORRE and hold.

AUNICOM  
122.8 (CTAF) **L**

MILBANK MUNI (1D1)  
RNAV (GPS) RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

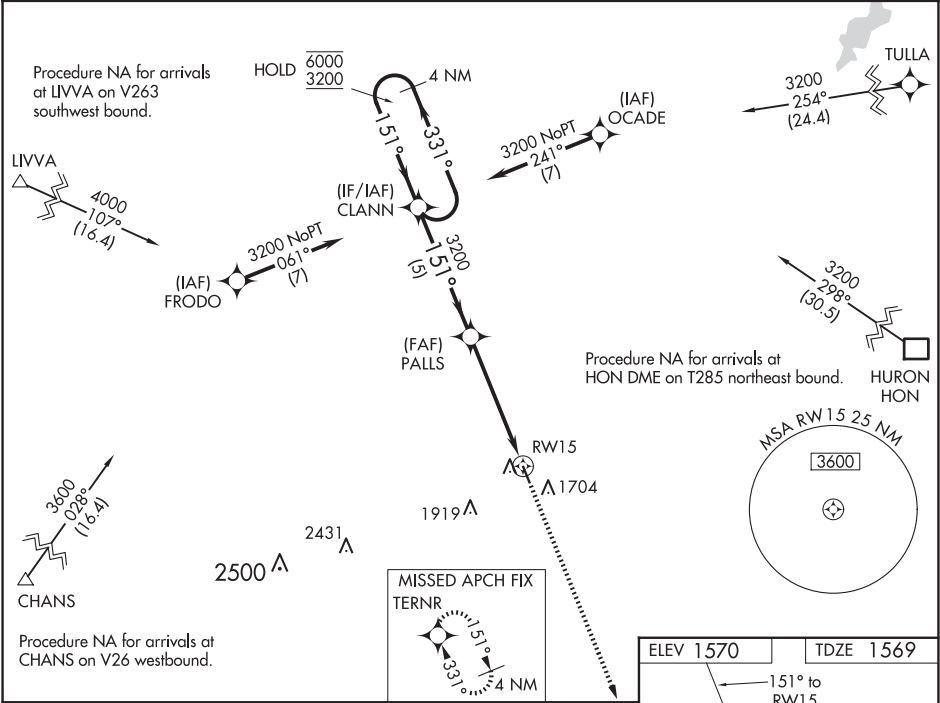
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>50322</b><br><b>W15A</b> | APP CRS<br><b>151°</b> | Rwy Idg<br>TDZE <b>1569</b><br>Apt Elev <b>1570</b> |
|--|------------------------|---|

RNAV (GPS) RWY 15

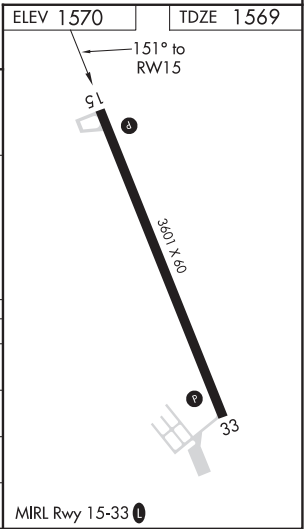
MILLER MUNI (MKA)

|   |   |
|---|---|
| RNP APCH.   | MISSED APPROACH: Climb to 3700 direct TERNR and hold. |
| <div><div>▼</div>Baro-VNAV NA. Use Huron altimeter setting.</div> <div><div>▲</div>NA</div> |   |

|                            |  |                      |                       |               |
|----------------------------|--|----------------------|-----------------------|---------------|
| HON ASOS<br><b>118.125</b> | MINNEAPOLIS CENTER<br><b>125.1 269.1</b> | CTAF<br><b>122.9</b> | GCO<br><b>121.725</b> | <b>122.80</b> |
|----------------------------|--|----------------------|-----------------------|---------------|






|                      |                    |                    |    |   |
|----------------------|--------------------|--------------------|----|---|
| 4 NM Holding Pattern |                    |                    |    |   |
| CLANN                |                    |                    |    |   |
| PALLS                |                    |                    |    |   |
| 3200                 |                    |                    |    |   |
| RW15                 |                    |                    |    |   |
| 5 NM                 |                    |                    |    |   |
| 5 NM                 |                    |                    |    |   |
| GP 3.00° TCH 40      |                    |                    |    |   |
| CATEGORY             | A                  | B                  | C  | D |
| LPV DA               | 1883-1             | 314 (400-1)        | NA |   |
| RNAV/VNAV DA         | 1964-1 3/8         | 395 (400-1 3/8)    | NA |   |
| RNAV MDA             | 2100-1             | 531 (600-1)        | NA |   |
| CIRCLING             | 2180-1 610 (700-1) | 2220-1 650 (700-1) | NA |   |



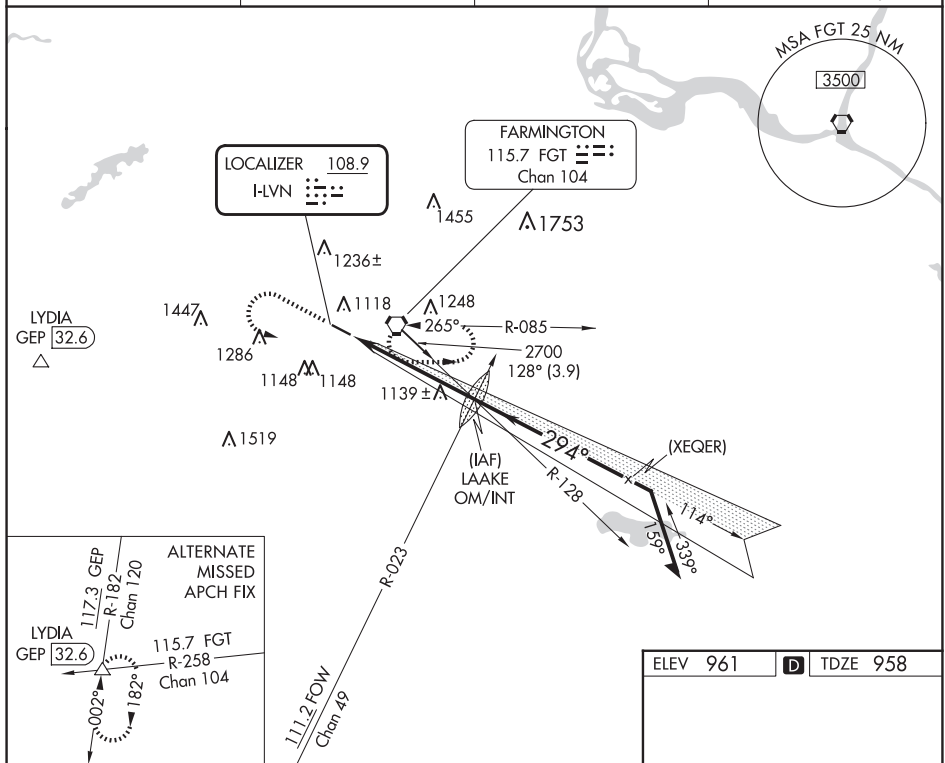


|                           |                        |   |
|---------------------------|------------------------|---|
| LOC I-LVN<br><b>108.9</b> | APP CRS<br><b>294°</b> | Rwy Idg <b>3707</b><br>TDZE <b>958</b><br>Apt Elev <b>961</b> |
|---------------------------|------------------------|---|

ILS or LOC RWY 30  
AIRLAKE (LVN)

|  |  |   |  |
|--|--|---|--|
| <br> | <p>When Circling to Rwy 12 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 30 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. For inop ALS, increase S-LOC Cats A/B visibility to 1 SM</p> |  | <p><b>MISSED APPROACH:</b><br/>Climb to 1500 then climbing left turn to 2800 direct FGT VORTAC and hold.</p> |
|--|--|---|--|

|                        |   |                           |                                 |
|------------------------|---|---------------------------|---------------------------------|
| AWOS-3<br><b>118.0</b> | MINNEAPOLIS APP CON<br><b>134.7 284.7</b> | CLNC DEL<br><b>118.95</b> | UNICOM<br><b>123.0 (CTAF) L</b> |
|------------------------|---|---------------------------|---------------------------------|



| CATEGORY          | A   | B | C   | D  |
|-------------------|---|---|---|--|
| S-ILS 30          | 1208- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ ) |   |   |  |
| S-LOC 30          | 1400- $\frac{3}{4}$ 442 (500- $\frac{3}{4}$ ) |   | 1400- $\frac{7}{8}$ 442 (500- $\frac{7}{8}$ ) |  |
| <b>C</b> CIRCLING | 1460-1 499 (500-1)                            |   | 1660-2<br>699 (700-2)                         | 1700-2 $\frac{1}{4}$<br>739 (800-2 $\frac{1}{4}$ ) |

MINNEAPOLIS, MINNESOTA

AL-6652 (FAA)

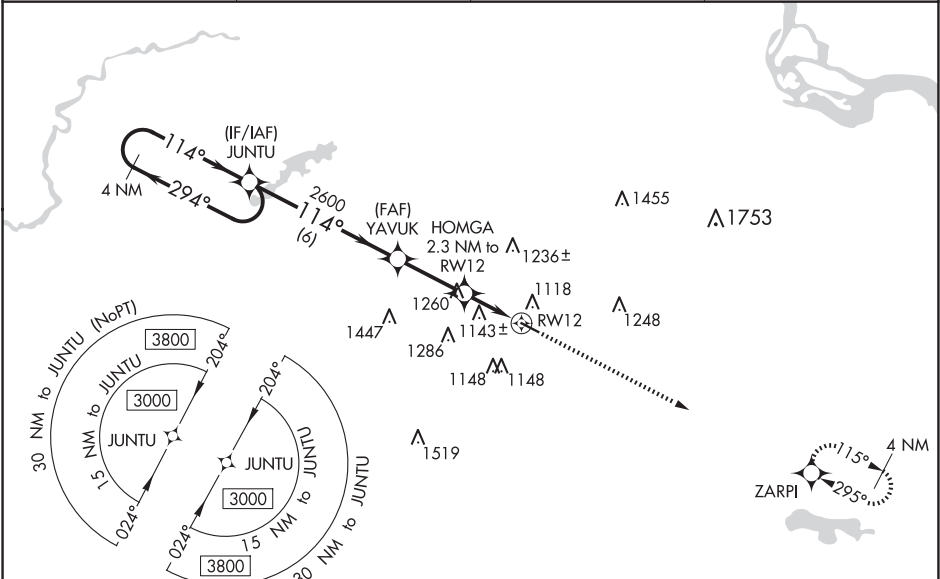
25051

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>57920</b><br><b>W12A</b> | APP CRS<br><b>114°</b> | Rwy Idg <b>4099</b><br>TDZE <b>961</b><br>Apt Elev <b>961</b> |
|--|------------------------|---|

RNAV (GPS) RWY 12  
AIRLAKE (LVN)

|   |   |
|---|---|
| RNP APCH.   | MISSED APPROACH: Climb to 3600 direct ZARPI and hold. |
| <p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 12 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 12, Circling Rwy 12 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.</p> |   |

|                        |   |                           |                                 |
|------------------------|---|---------------------------|---------------------------------|
| AWOS-3<br><b>118.0</b> | MINNEAPOLIS APP CON<br><b>134.7 284.7</b> | CLNC DEL<br><b>118.95</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|------------------------|---|---------------------------|---------------------------------|



|                            |                    |  |                      |
|----------------------------|--------------------|--|----------------------|
| ELEV 961                   |                    | D TDZE 961   |                      |
| 4 NM Holding Pattern JUNTU |                    | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45). |                      |
| 3000 ← 294°<br>114° →      |                    | 3600 ↑ ZARPI   |                      |
| GP 3.00°<br>TCH 54         |                    | *INAV only   |                      |
| JUNTU                      |                    | YAVUK 2600   |                      |
| 2600                       |                    | HOMGA 2.3 NM to RW12   |                      |
| 6 NM                       |                    | *1740  |                      |
| 2.7 NM                     |                    | RW12   |                      |
| 2.3 NM                     |                    | 114°   |                      |
| CATEGORY                   | A                  | B  | C                    |
| LPV DA                     | 1211-1 250 (300-1) |  |                      |
| LNAV/VNAV DA               | 1270-1 309 (400-1) |  |                      |
| LNAV MDA                   | 1400-1 439 (500-1) | 1400-1¼ 439 (500-1¼)   |                      |
| CIRCLING                   | 1460-1 499 (500-1) | 1660-2 699 (700-2)   | 1700-2¼ 739 (800-2¼) |
| REIL Rwy 12 0              |                    | HIRL Rwy 12-30 0   |                      |

MINNEAPOLIS, MINNESOTA  
Amdt 1 19JUL18

44°38'N-93°14'W

AIRLAKE (LVN)  
RNAV (GPS) RWY 12

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99328</b><br><b>W30A</b> | APP CRS<br><b>295°</b> | Rwy Idg<br>TDZE <b>958</b><br>Apt Elev <b>961</b> |
|--|------------------------|---|

RNAV (GPS) RWY 30

AIRLAKE (LVN)

RNP APCH.

▼

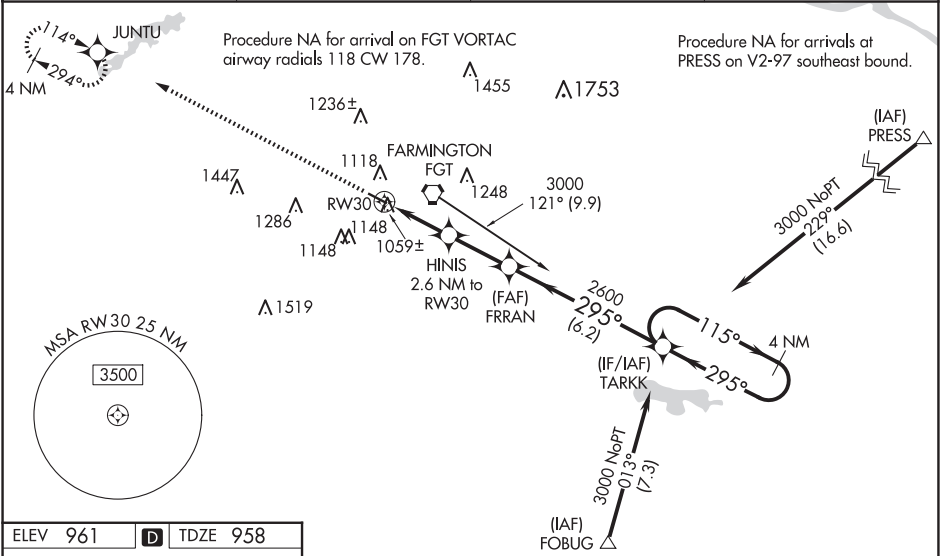
▲

Baro-VNAV and VDP NA when using Minneapolis-St Paul Intl/Wold-Chamberlain altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 37°C. When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold-Chamberlain altimeter setting: increase LPV DA to 1210 feet; increase LNAV/VNAV DA to 1298; increase all MDAs 60 feet. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV all Cats visibility to 1 SM. For inop ALS when using Minneapolis-St Paul Intl/Wold-Chamberlain altimeter setting, increase LNAV/VNAV all Cats visibility to 1, and LNAV Cat A/B to 1. Inoperative table does not apply to LPV. Rwy 30 helicopter visibility reduction below ¾ SM NA. When Circling to Rwy 12 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MALSR

MISSED APPROACH:  
Climb to 3000 direct  
JUNTU and hold.

|                        |   |                           |                                 |
|------------------------|---|---------------------------|---------------------------------|
| AWOS-3<br><b>118.0</b> | MINNEAPOLIS APP CON<br><b>134.7 284.7</b> | CLNC DEL<br><b>118.95</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|------------------------|---|---------------------------|---------------------------------|



|          |          |          |
|----------|----------|----------|
| ELEV 961 | <b>D</b> | TDZE 958 |
|----------|----------|----------|

3000

JUNTU

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 36).

\*LNAV only

RW30

HINIS  
2.6 NM to  
RW30

FRRAN  
2600

TARKK  
4 NM  
Holding Pattern

1820\*

2600

3000

GP 3.00°  
TCH 45

1 NM

1.6 NM

2.4 NM

6.2 NM

| CATEGORY     | A      | B           | C                     | D                       |
|--------------|--------|-------------|-----------------------|-------------------------|
| LPV DA       |        | 1158-¾      | 200 (200-¾)           |                         |
| LNAV/VNAV DA |        | 1246-¾      | 288 (300-¾)           |                         |
| LNAV MDA     |        | 1320-¾      | 362 (400-¾)           |                         |
| CIRCLING     | 1460-1 | 499 (500-1) | 1660-2<br>699 (700-2) | 1700-2¼<br>739 (800-2¼) |

REIL Rwy 12 0

HIRL Rwy 12-30 0

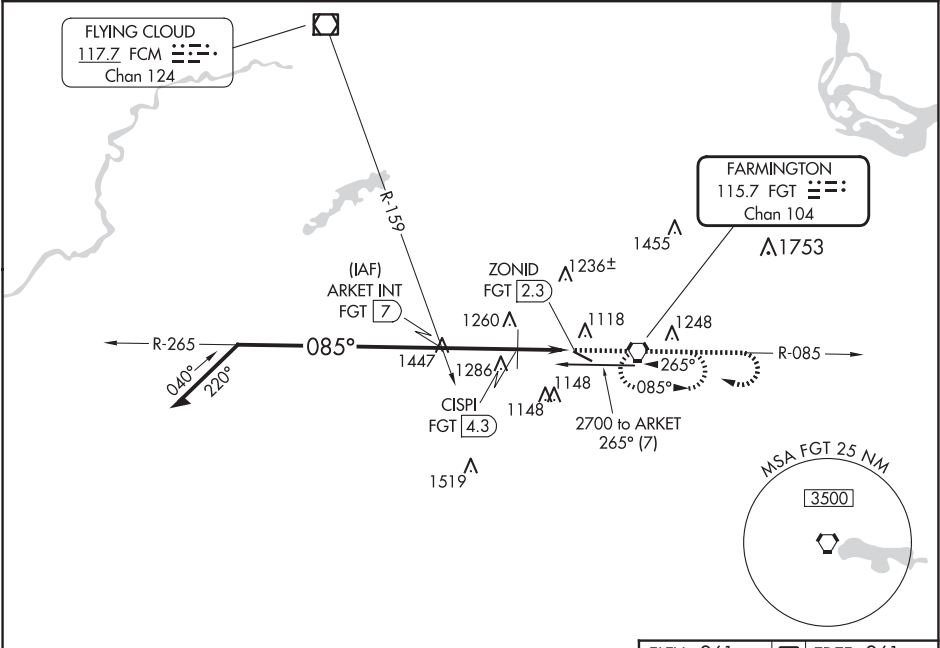
|   |                        |   |
|---|------------------------|---|
| VORTAC FGT<br><b>115.7</b><br>Chan <b>104</b> | APP CRS<br><b>085°</b> | Rwy Idg <b>4099</b><br>TDZE <b>961</b><br>Apt Elev <b>961</b> |
|---|------------------------|---|

VOR RWY 12  
AIRLAKE (LVN)

**V** Rwy 12 helicopter visibility reduction below 1 SM NA.  
**A** Straight-in Rwy 12, Circling Rwy 12 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2800 then right turn direct FGT VORTAC and hold.

|                        |   |                           |                               |
|------------------------|---|---------------------------|-------------------------------|
| AWOS-3<br><b>118.0</b> | MINNEAPOLIS APP CON<br><b>134.7 284.7</b> | CLNC DEL<br><b>118.95</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|------------------------|---|---------------------------|-------------------------------|



Remain within 10 NM

2700

265°

085°

2600

1660

2.7 NM

2 NM

ARKET INT FGT 7

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).

3.16° TCH 54

CISPI FGT 4.3

ZONID FGT 2.3

2800

FGT

ELEV 961

TDZE 961

085°

4099 X 7.5

AS

REIL Rwy 12

HIRL Rwy 12-30

FAF to MAP 4.7 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY           | A      | B           | C                     | D                       |
|--------------------|--------|-------------|-----------------------|-------------------------|
| S-12               | 1660-1 | 699 (700-1) | 1660-2                | 699 (700-2)             |
| CIRCLING           | 1660-1 | 699 (700-1) | 1660-2<br>699 (700-2) | 1700-2¼<br>739 (800-2¼) |
| CISPI FIX MINIMUMS |        |             |                       |                         |
| S-12               | 1520-1 | 559 (600-1) | 1520-1½               | 559 (600-1½)            |
| CIRCLING           | 1520-1 | 559 (600-1) | 1660-2<br>699 (700-2) | 1700-2¼<br>739 (800-2¼) |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025




ILS or LOC RWY 27  
ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

**A** VDP NA when using Crystal altimeter setting. When local altimeter setting not received, use Crystal altimeter setting and increase S-ILS 27 DA to 1131 feet; increase all MDAs 40 feet and S-LOC 27 visibility Cat C/D  $\frac{1}{4}$  SM, and Circling visibility Cat D  $\frac{1}{4}$  SM. For inop ALS when using Crystal altimeter setting, increase S-LOC 27 Cat C/D visibility to  $1\frac{3}{8}$  SM.

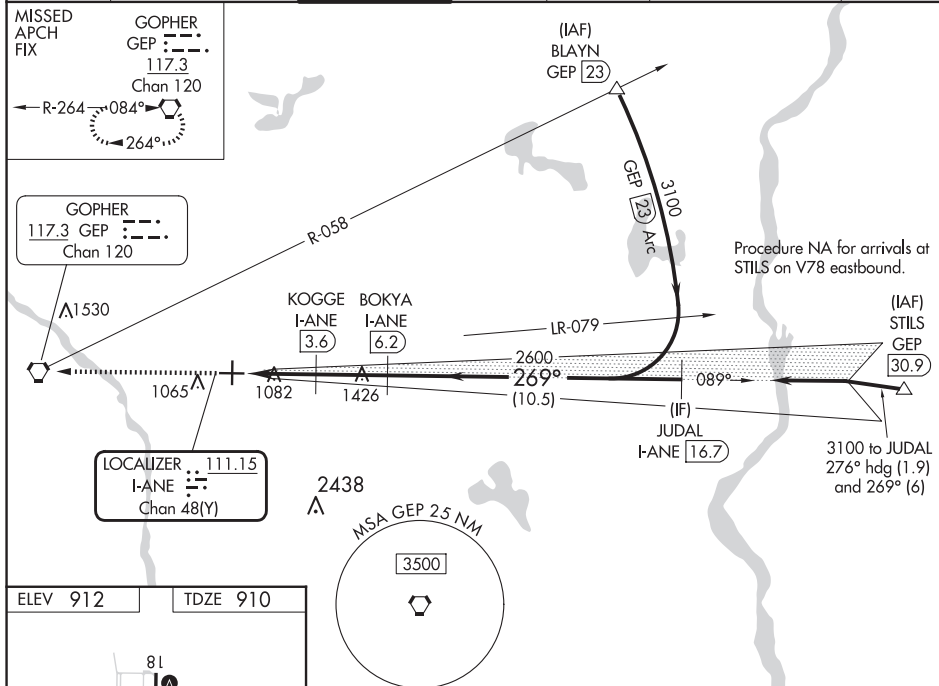



MISSED  
 APCH  
 FIX


GOPHER  
 GEP :--  
 117.3  
 Chan 120


← R-264 → 084° →   
 264°

GOPHER  
117.3 GEP :--:.  
Chan 120



HIRL Rwy 9-27 

MIRL Rwy 18-36 

REIL Rwy 9, 18, and 36 

| FAF to MAP 5.2 NM |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

| CATEGORY | A        | B             | C                             | D                     |
|----------|----------|---------------|-------------------------------|-----------------------|
| S-ILS 27 | 1110-1/2 | 200 (200-1/2) |                               |                       |
| S-LOC 27 | 1340-1/2 | 430 (500-1/2) | 1340-3/4                      | 430 (500-3/4)         |
| CIRCLING | 1400-1   | 488 (500-1)   | 1420-1 1/2<br>508 (600-1 1/2) | 1580-2<br>668 (700-2) |

MINNEAPOLIS, MINNESOTA

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82312</b><br><b>W09A</b> | APP CRS<br><b>089°</b> | Rwy Idg <b>5000</b><br>TDZE <b>910</b><br>Apt Elev <b>912</b> |
|--|------------------------|---|

RNAV (GPS) RWY 9  
ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

RNP APCH - GPS.

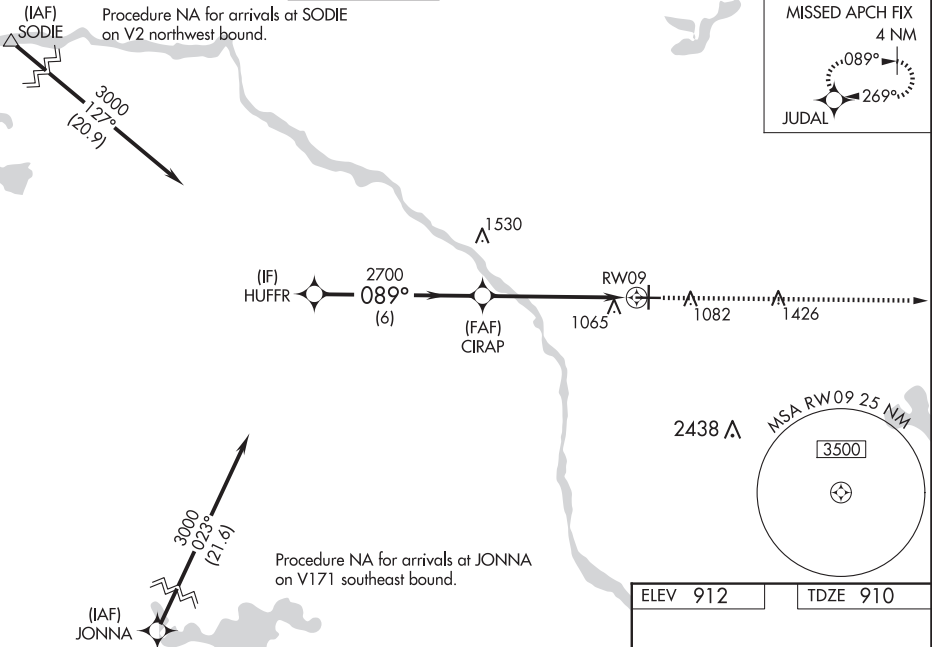
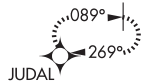
When local altimeter setting not received, use Crystal altimeter setting: increase LPV DA to 1246 feet and all visibilities  $\frac{1}{8}$  SM; increase LNAV/VNAV DA to 1373 feet; increase all MDA 40 feet and LNAV Cat C/D visibility  $\frac{1}{8}$  SM and Circling Cat D visibility  $\frac{1}{4}$  SM. Baro-VNAV and VDP NA when using Crystal altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**MISSED APPROACH:** Climb to 3100 direct JUDAL and hold.

|                        |  |   |                          |                          |  |                         |
|------------------------|--|---|--------------------------|--------------------------|--|-------------------------|
| ATIS<br><b>120.625</b> | MINNEAPOLIS APP CON<br><b>126.5 335.65</b> | ANOKA TOWER★<br><b>132.4</b> (CTAF)  | GND CON<br><b>121.85</b> | CLNC DEL<br><b>121.3</b> | CLNC DEL<br><b>121.85</b><br>(When twr closed) | UNICOM<br><b>122.95</b> |
|------------------------|--|---|--------------------------|--------------------------|--|-------------------------|

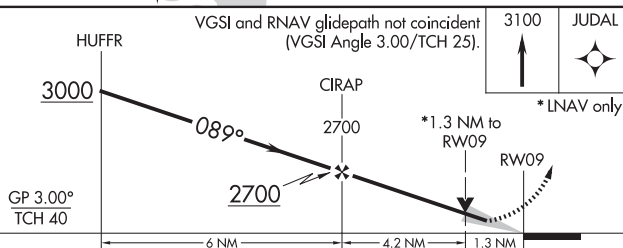
(IAF) SODIE Procedure NA for arrivals at SODIE on V2 northwest bound.

MISSED APCH FIX  
4 NM

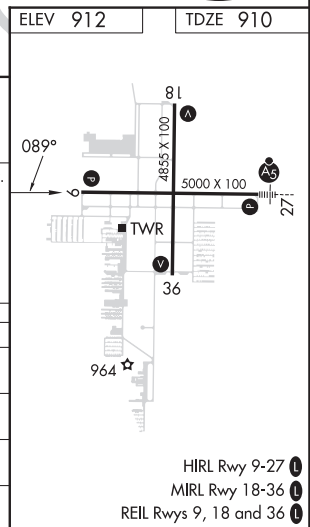


Procedure NA for arrivals at JONNA  
on V171 southeast bound.

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 25).



| CATEGORY          | A   | B           | C  | D                          |
|-------------------|---|-------------|--|----------------------------|
| LPV DA            | 1225-7 $\frac{7}{8}$ 315 (400-7 $\frac{7}{8}$ ) |             |  |                            |
| LNAV/VNAV DA      | 1352-1 $\frac{3}{8}$ 442 (500-1 $\frac{3}{8}$ ) |             |  |                            |
| LNAV MDA          | 1340-1  | 430 (500-1) | 1340-1 $\frac{1}{4}$                               | 430 (500-1 $\frac{1}{4}$ ) |
| <b>C</b> CIRCLING | 1400-1  | 488 (500-1) | 1460-1 $\frac{1}{2}$<br>548 (600-1 $\frac{1}{2}$ ) | 1580-2<br>668 (700-2)      |



MINNEAPOLIS, MINNESOTA

Amdt 1A 03NOV22

ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

45°09'N-93°13'W

RNAV (GPS) RWY 9

HIRL Rwy 9-27 **L**MIRL Rwy 18-36 **L**REIL Rwy 9, 18 and 36 **L**

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

APP CRS  
179°

Rwy Idg  
4855

TDZE  
912

Apt Elev  
912

RNAV (GPS) RWY 18

ANOKA COUNTY/BLAINE (JANES FLD) (A.N.E.)

RNP APCH - GPS.

When local altimeter setting not received, use Crystal altimeter setting and increase all MDA 40 feet and Circling Cat D visibility ¼ SM.  
VDP NA when using Crystal altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 direct RUNRR and hold.

|                 |                                     |                                |                   |                   |   |                  |
|-----------------|-------------------------------------|--------------------------------|-------------------|-------------------|---|------------------|
| ATIS<br>120.625 | MINNEAPOLIS APP CON<br>126.5 335.65 | ANOKA TOWER★<br>132.4 (CTAF) 0 | GND CON<br>121.85 | CLNC DEL<br>121.3 | CLNC DEL<br>121.85<br>(When twr closed) | UNICOM<br>122.95 |
|-----------------|-------------------------------------|--------------------------------|-------------------|-------------------|---|------------------|

2600

RUNRR

DOZXU

RUNRR

4 NM Holding Pattern

1.3 NM to RW18

3.00° TCH 50

179°

359°

2600

1.3 NM

2.3 NM

6.1 NM

| CATEGORY  | A                  | B                  | C                  | D                  |
|-----------|--------------------|--------------------|--------------------|--------------------|
| LNNAV MDA | 1380-1 468 (500-1) | 1380-1 468 (500-1) | 1380-1 468 (500-1) | 1380-1 468 (500-1) |
| CIRCLING  | 1400-1 488 (500-1) | 1460-1 548 (600-1) | 1580-2 668 (700-2) | 1580-2 668 (700-2) |

ELEV 912

TDZE 912

179°

81

4855 X 100

5000 X 100

TWR

36

964

HIRL Rwy 9-27

MIRL Rwy 18-36

REIL Rws 9, 18 and 36

MINNEAPOLIS, MINNESOTA

ANOKA COUNTY/BLAINE (JANES FLD) (A.N.E.)

Orig-G 03NOV22

45°09'N-93°13'W

RNAV (GPS) RWY 18

23110



|   |                        |   |   |
|---|------------------------|---|---|
| VORTAC GEP<br><b>117.3</b><br>Chan <b>120</b> | APP CRS<br><b>084°</b> | Rwy Idg<br>TDZE <b>910</b><br>Apt Elev <b>912</b> | <b>5000</b><br><b>910</b><br><b>912</b> |
|---|------------------------|---|---|

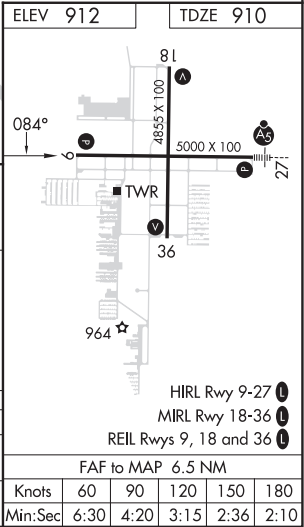
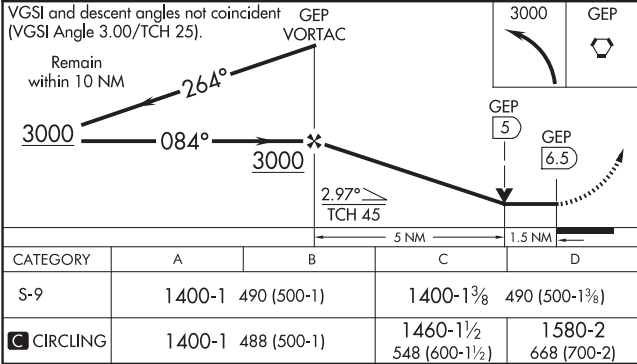
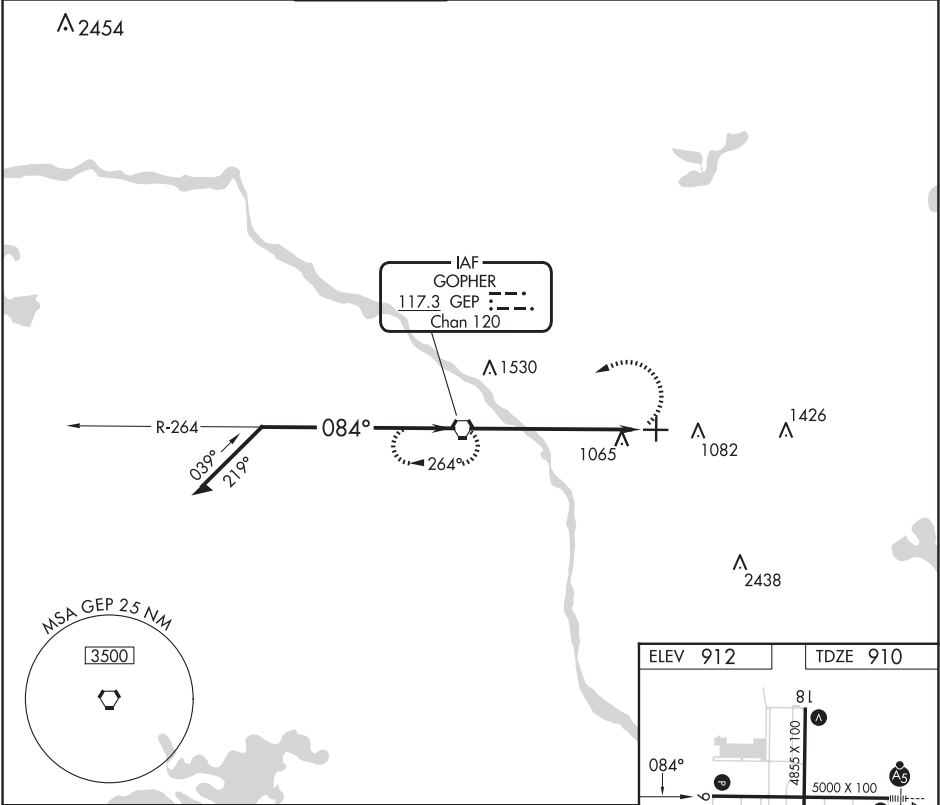
VOR RWY 9

ANOKA COUNTY/BLAINE (JANES FLD) (A.N.E.)

When local altimeter setting not received, use Crystal altimeter setting: increase all MDA 40 feet and increase S-9 visibility Cat C/D ¼ SM and Circling Cat D ¼ SM.  
VDP NA when using Crystal altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct GEP VORTAC and hold.

|                        |  |  |                          |                          |  |                         |
|------------------------|--|--|--------------------------|--------------------------|--|-------------------------|
| ATIS<br><b>120.625</b> | MINNEAPOLIS APP CON<br><b>126.5 335.65</b> | ANOKA TOWER*<br><b>132.4</b> (CTAF) <b>0</b> | GND CON<br><b>121.85</b> | CLNC DEL<br><b>121.3</b> | CLNC DEL<br><b>121.85</b><br>(When twr closed) | UNICOM<br><b>122.95</b> |
|------------------------|--|--|--------------------------|--------------------------|--|-------------------------|



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

25107

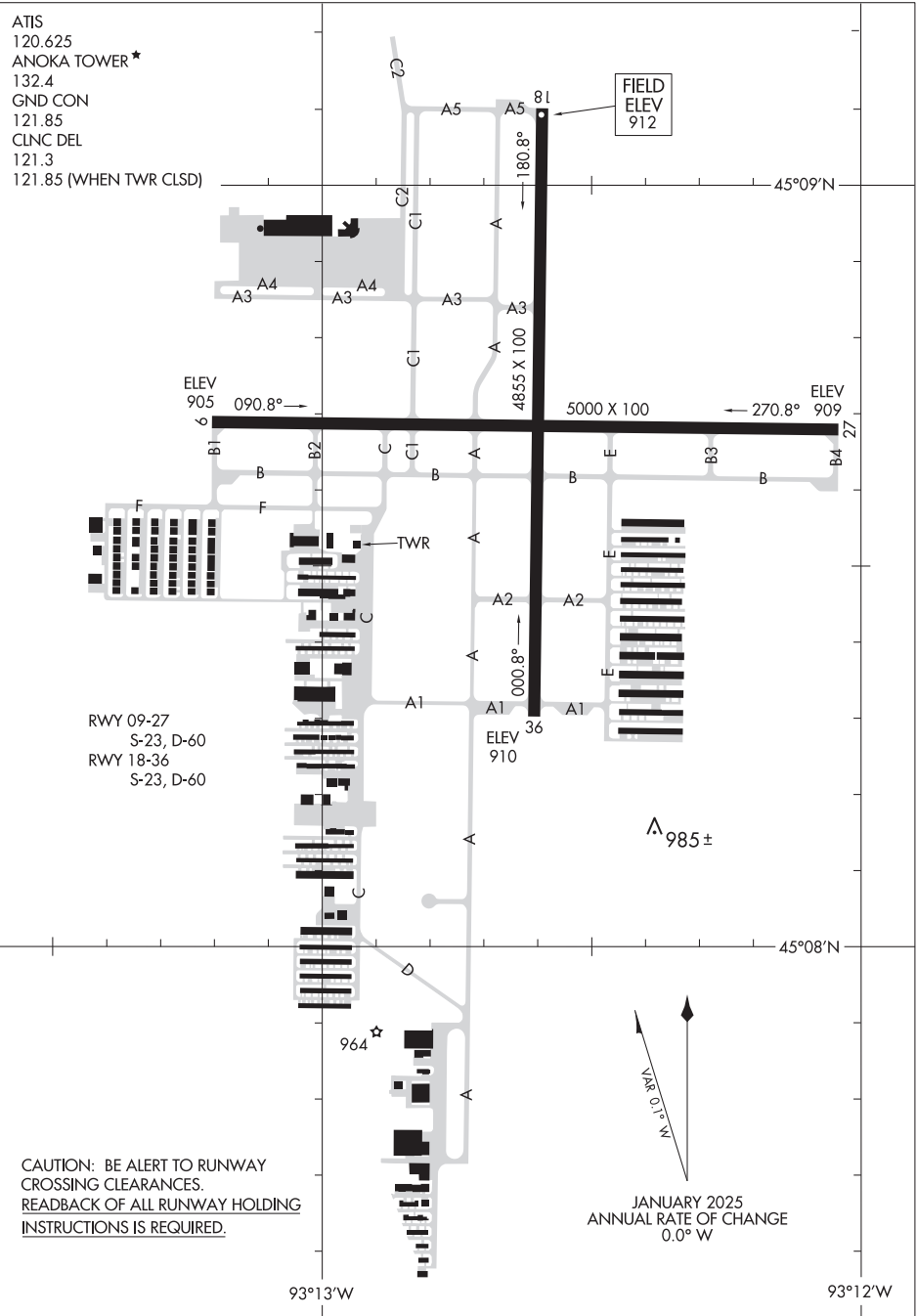
AIRPORT DIAGRAM

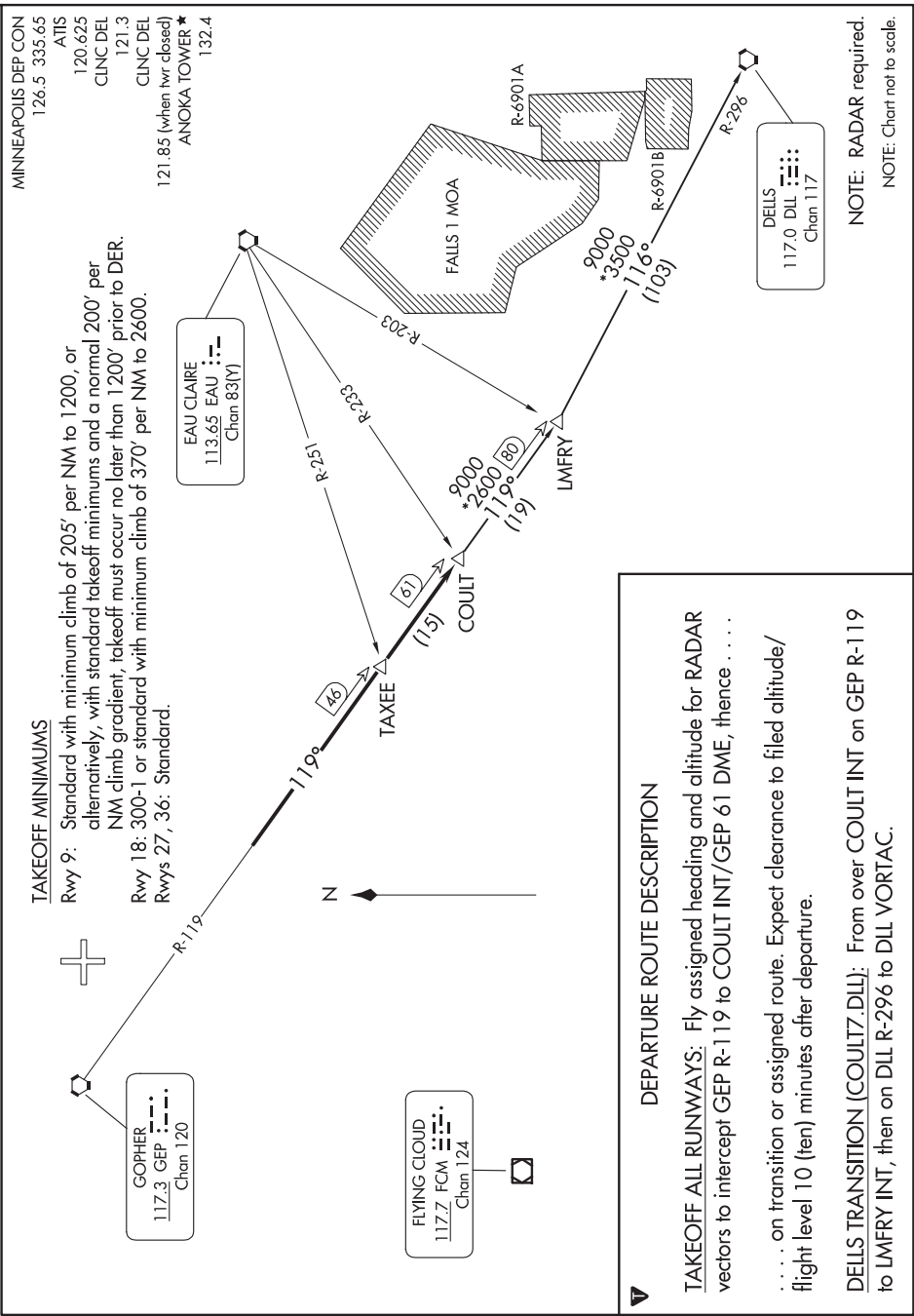
ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

AL-5202 (FAA)

MINNEAPOLIS, MINNESOTA

ATIS  
120.625  
ANOKA TOWER ★  
132.4  
GND CON  
121.85  
CLNC DEL  
121.3  
121.85 (WHEN TWR CLSD)

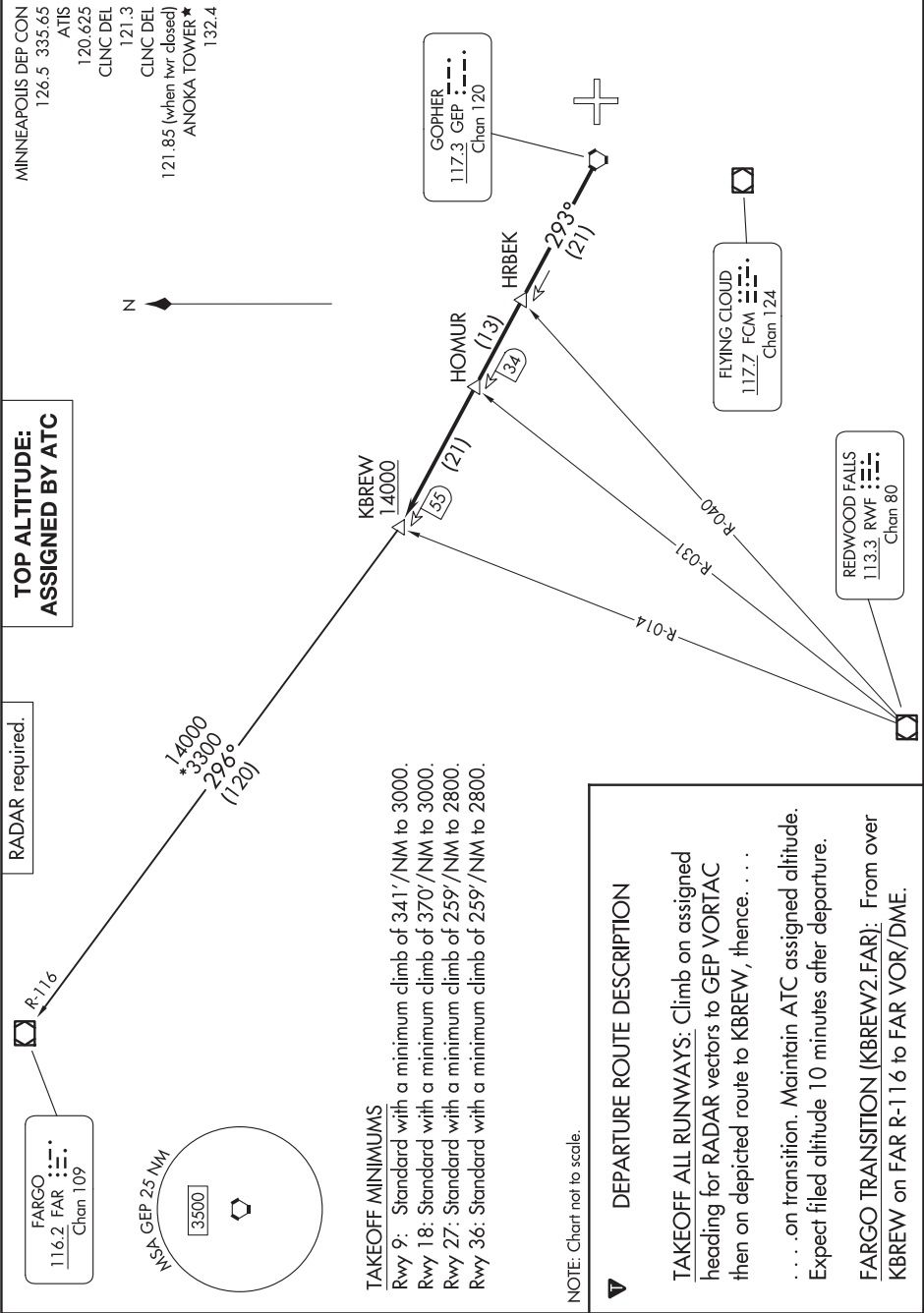




(KBREW2.KBREW) 24137  
KBREW TWO DEPARTURE

ANOKA COUNTY/BLAINE (JANES FLD) (ANE)  
AL-5202 (FAA) MINNEAPOLIS, MINNESOTA

NC-1, 12 JUN 2025 to 07 AUG 2025



NC-1, 12 JUN 2025 to 07 AUG 2025

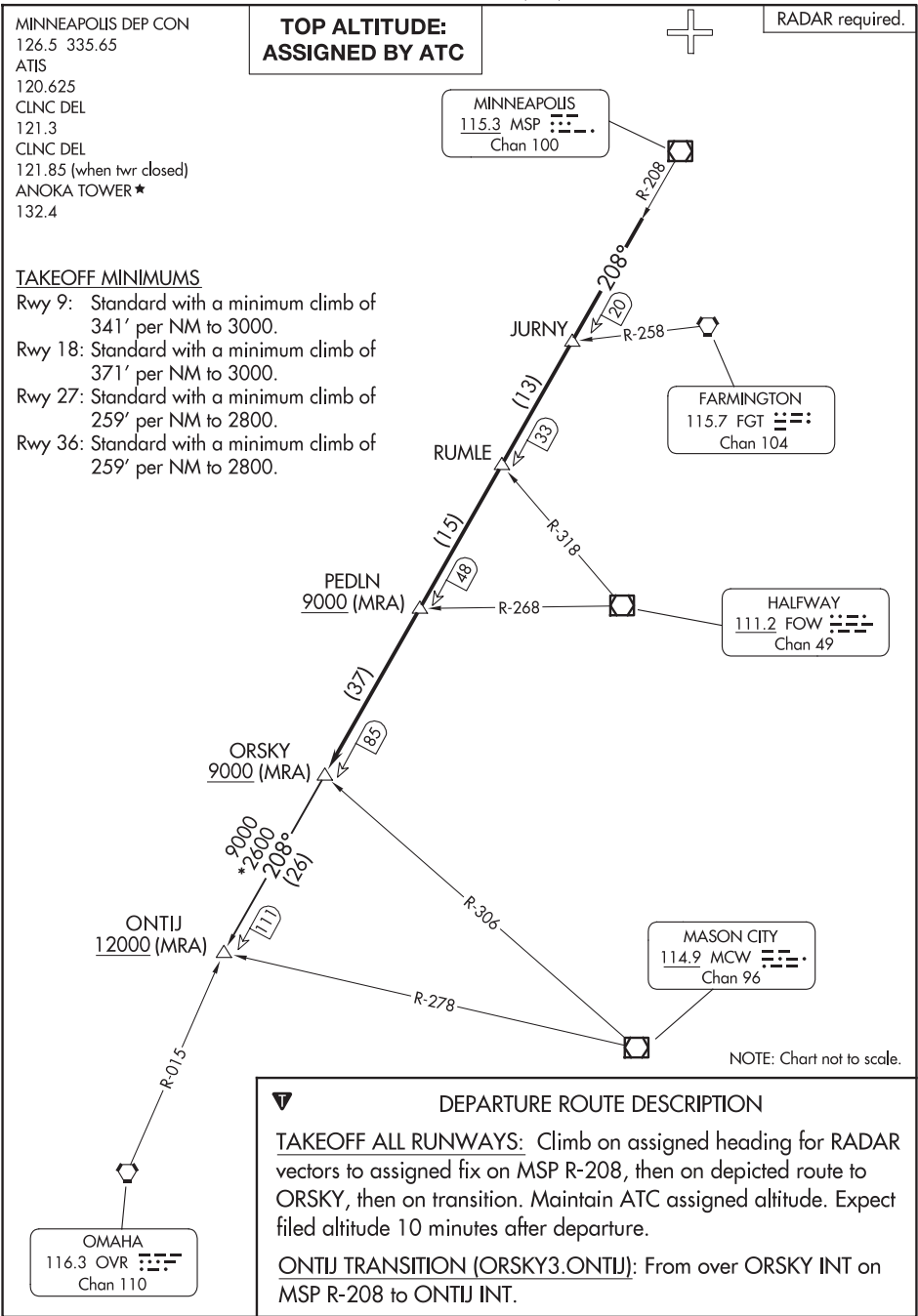
(KBREW2.KBREW) 16MAY24  
KBREW TWO DEPARTURE

MINNEAPOLIS, MINNESOTA  
ANOKA COUNTY/BLAINE (JANES FLD) (ANE)



(ORSKY3.ORSKY) 23334  
ORSKY THREE DEPARTURE

ANOKA COUNTY/BLAINE (JANES FLD) (ANE)  
AL-5202 (FAA) MINNEAPOLIS, MINNESOTA



ORSKY THREE DEPARTURE  
(ORSKY3.ORSKY) 08SEP22

MINNEAPOLIS, MINNESOTA  
ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

(RST1.RST) 23334

ROCHESTER ONE DEPARTURE

ANOKA COUNTY/BLAINE (JANES FLD) (A.N.E)

AL-5202 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS DEP COM  
126.5 335.65  
ATIS  
120.625  
CLNC DEL  
121.3  
CLNC DEL  
121.85 (when twr closed)  
ANOKA TOWER★  
132.4



TOP ALTITUDE:  
(JETS) 7000/  
(PROPS) 5000

TAKEOFF MINIMUMS

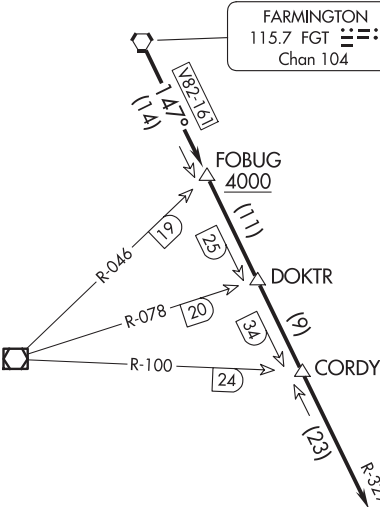
Rwy 9: Standard with minimum climb of 341' per NM to 3000.  
Rwy 18: Standard with minimum climb of 371' per NM to 3000.  
Rwy 27: Standard with minimum climb of 260' per NM to 2800.  
Rwy 36: Standard with minimum climb of 259' per NM to 2800.

FLYING CLOUD  
117.7 FCM  
Chan 124

FARMINGTON  
115.7 FGT  
Chan 104

NOTE: RADAR required.

HALFWAY  
111.2 FOW  
Chan 49



ROCHESTER  
112.0 RST  
Chan 57

WATERLOO  
112.2 ALO  
Chan 59



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to FGT VORTAC then on FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/FGT 14 DME at or above 4000, thence . . .

. . . on assigned transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

WATERLOO TRANSITION (RST1.ALO): From over RST VOR/DME on RST R-168 and ALO R-353 to ALO VOR/DME.

NOTE: Chart not to scale.

ROCHESTER ONE DEPARTURE

(RST1.RST) 13SEP18

MINNEAPOLIS, MINNESOTA

ANOKA COUNTY/BLAINE (JANES FLD) (A.N.E)

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

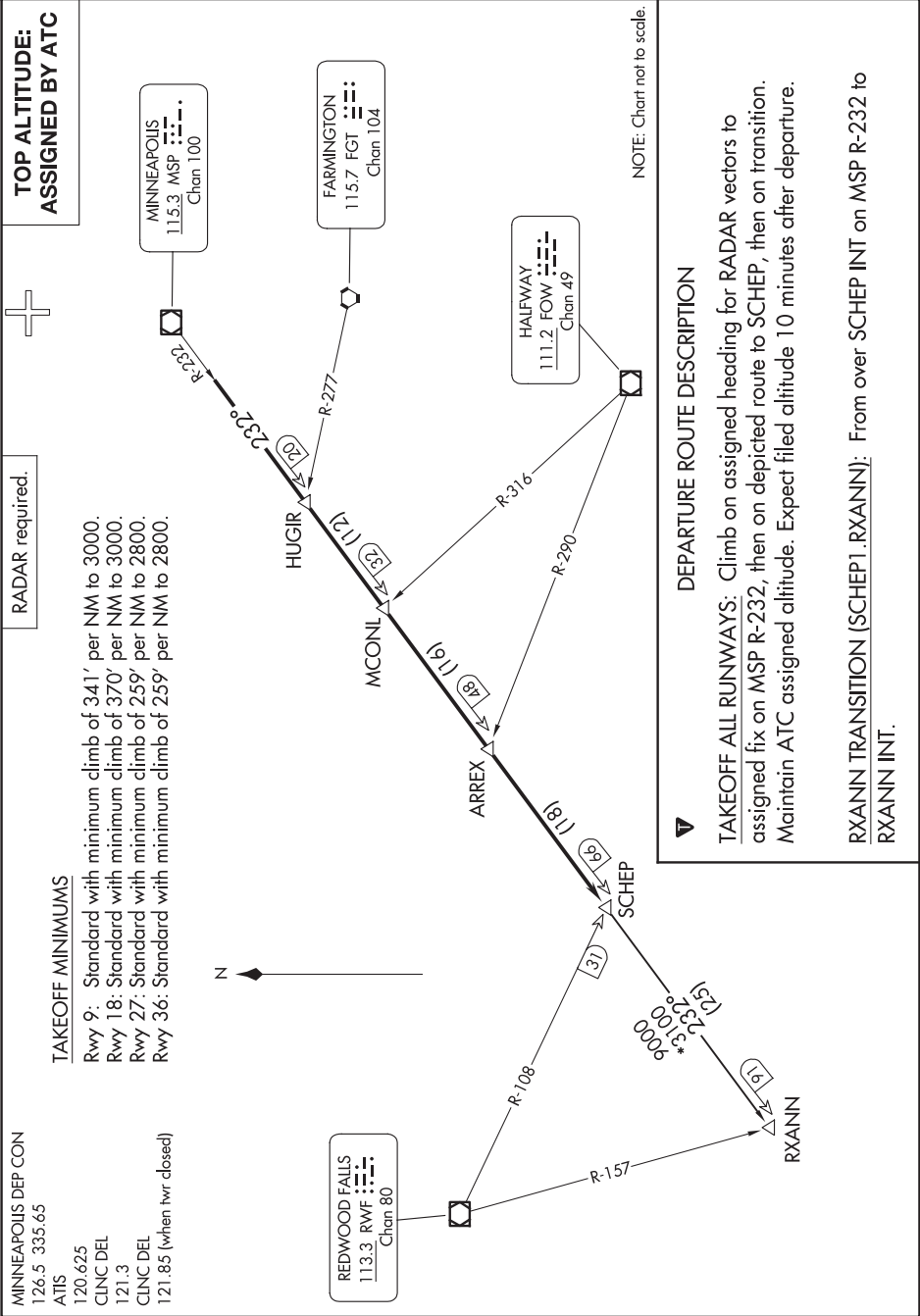
SCHEP1 .SCHEP) 23334

SCHEP ONE DEPARTURE

ANOKA COUNTY/BLAINE (JANES FLD) (A.NE)

AL-5202 (FAA)

MINNEAPOLIS, MINNESOTA



SCHEP ONE DEPARTURE

(SCHEP1 .SCHEP) 08SEP22

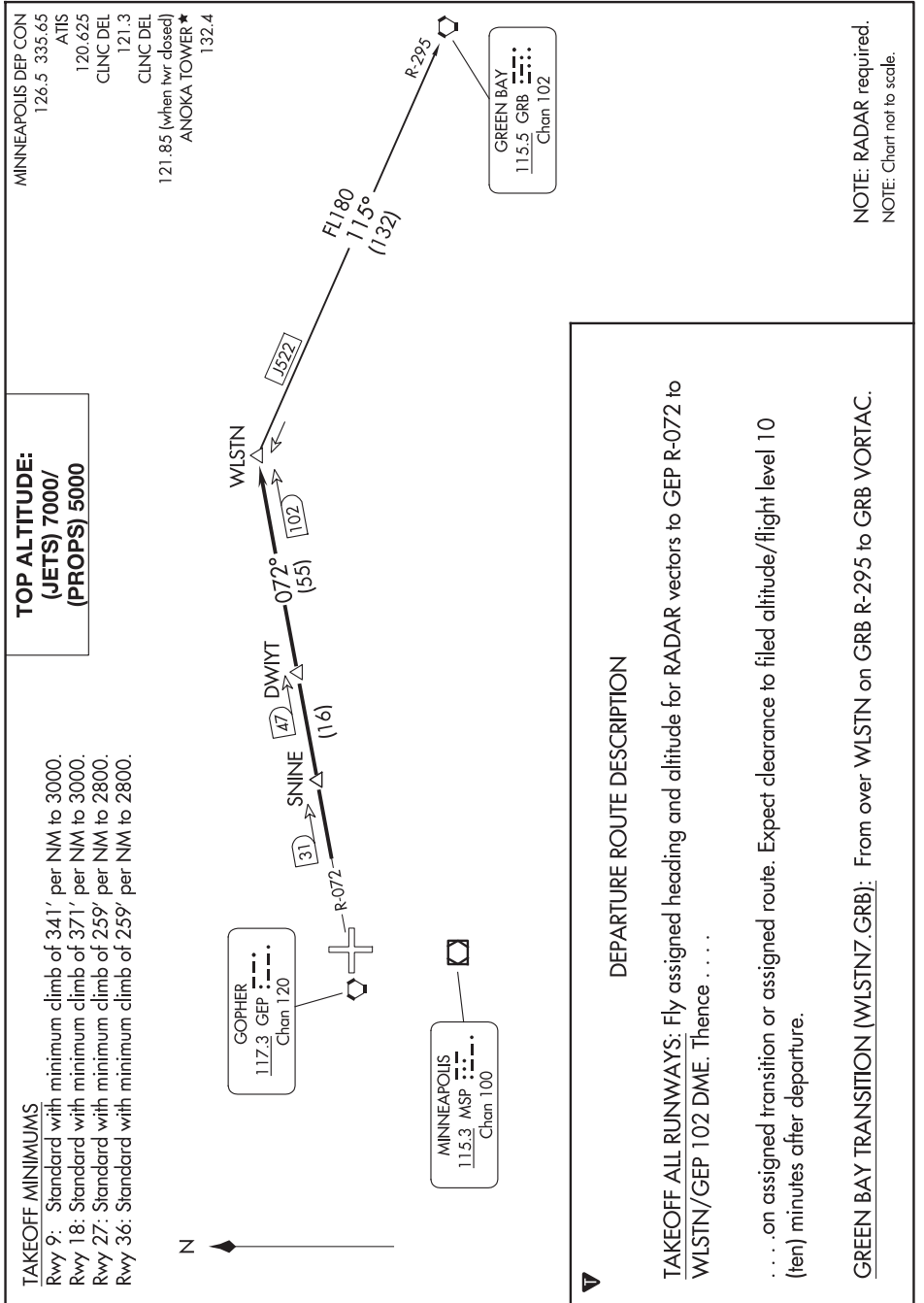
MINNEAPOLIS, MINNESOTA

ANOKA COUNTY/BLAINE (JANES FLD) (A.NE)

(WLSTN7.WLSTN) 23334

ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

# WLSTN SEVEN DEPARTURE



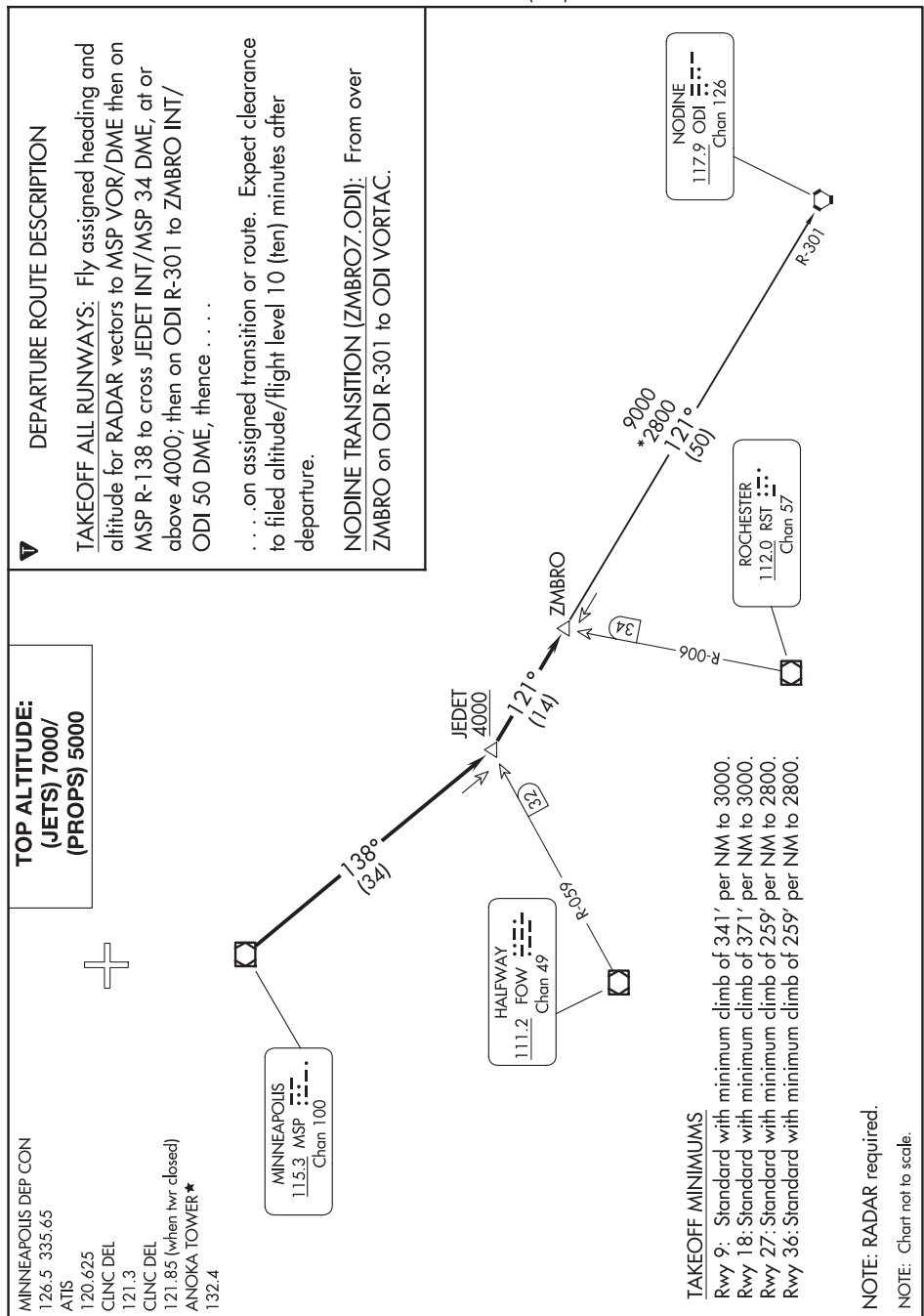
NOTE: RADAR required.  
NOTE: Chart not to scale.

WLSTN SEVEN DEPARTURE

MINNEAPOLIS, MINNESOTA

(WLSTN7.WLSTN) 17AUG17

ANOKA COUNTY/BLAINE (JANES FLD) (ANE)



MINNEAPOLIS, MINNESOTA

AL-5158 (FAA)

24081

APP CRS  
**139°**

Rwy Idg  
TDZE  
**869**

Apt Elev  
**869**

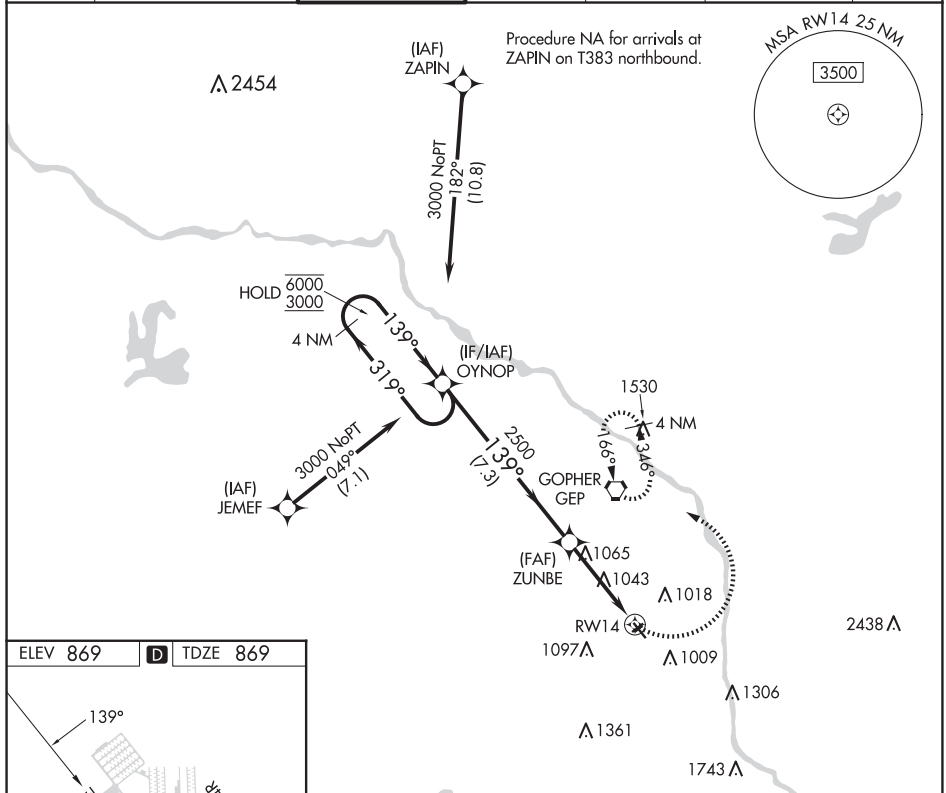
**RNAV (GPS) RWY 14**

CRYSTAL (MIC)

RNP APCH.  
Circling NA to Rwy 6R and 24L.  
Rwy 14 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 3100 direct  
GEP VORTAC and hold, continue climb-in-hold to 3100.

|                        |  |  |                         |                          |   |                         |
|------------------------|--|--|-------------------------|--------------------------|---|-------------------------|
| ATIS<br><b>124.475</b> | MINNEAPOLIS APP CON<br><b>126.5 335.65</b> | CRYSTAL TOWER ★<br><b>120.7 (CTAF) 0</b> | GND CON<br><b>121.6</b> | CLNC DEL<br><b>121.6</b> | CLNC DEL<br><b>121.6</b><br>(When twr closed) | UNICOM<br><b>122.95</b> |
|------------------------|--|--|-------------------------|--------------------------|---|-------------------------|



ELEV 869

D

TDZE 869

REIL Rwy 14 and 32  
MIRL Rwy 6L-24R and 14-32

4 NM Holding Pattern

OYNOP

3100 GEP

6000 3000

319° 139°

139°

2500

4.00° TCH 37

1 NM to RWY 14

RWY 14

7.3 NM

2.8 NM

1 NM

|          |                       |                       |    |    |
|----------|-----------------------|-----------------------|----|----|
| CATEGORY | A                     | B                     | C  | D  |
| LNAV MDA | 1320-1                | 451 (500-1)           | NA | NA |
| CIRCLING | 1340-1<br>471 (500-1) | 1360-1<br>491 (500-1) | NA | NA |

MINNEAPOLIS, MINNESOTA  
Orig 31DEC20

45°04'N-93°21'W

CRYSTAL (MIC)  
**RNAV (GPS) RWY 14**

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

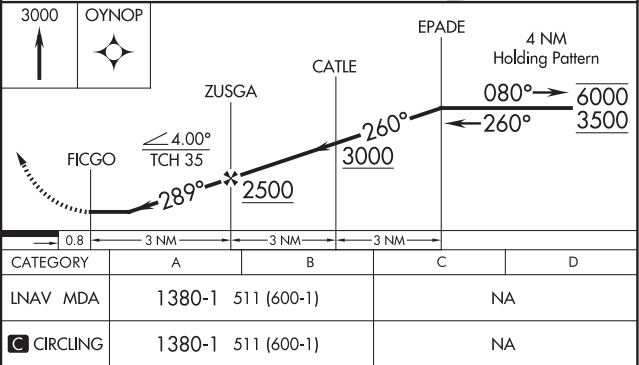
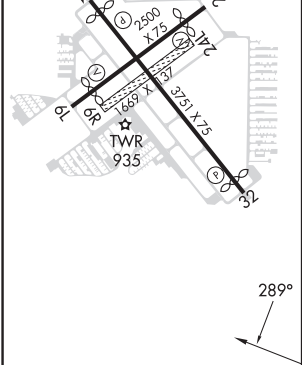
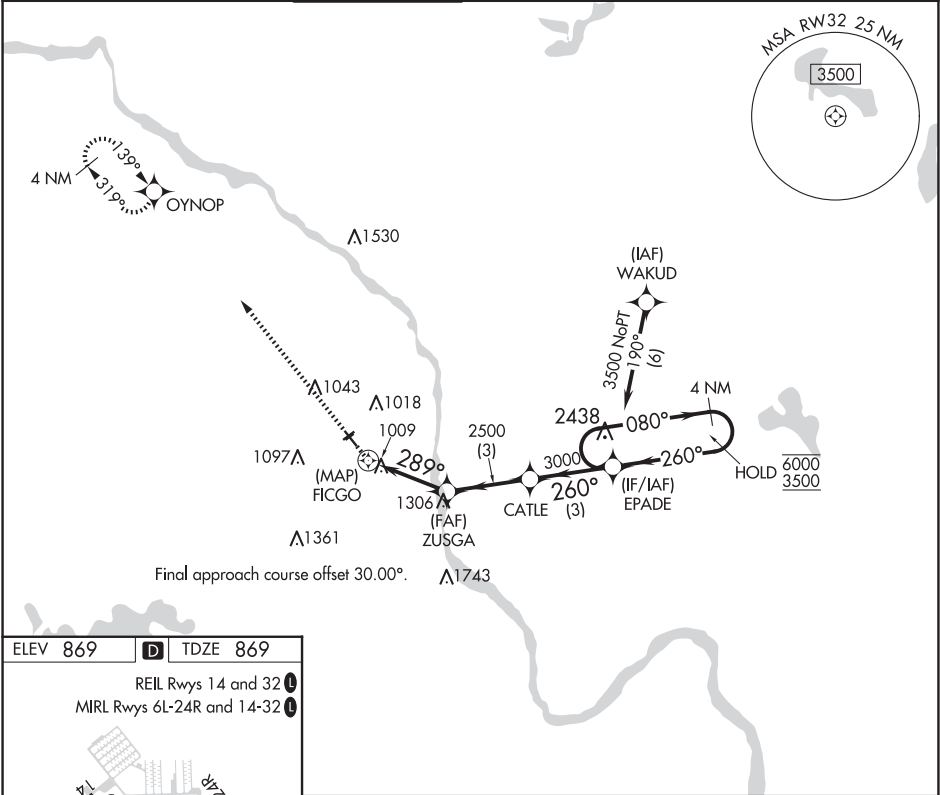
APP CRS  
289°

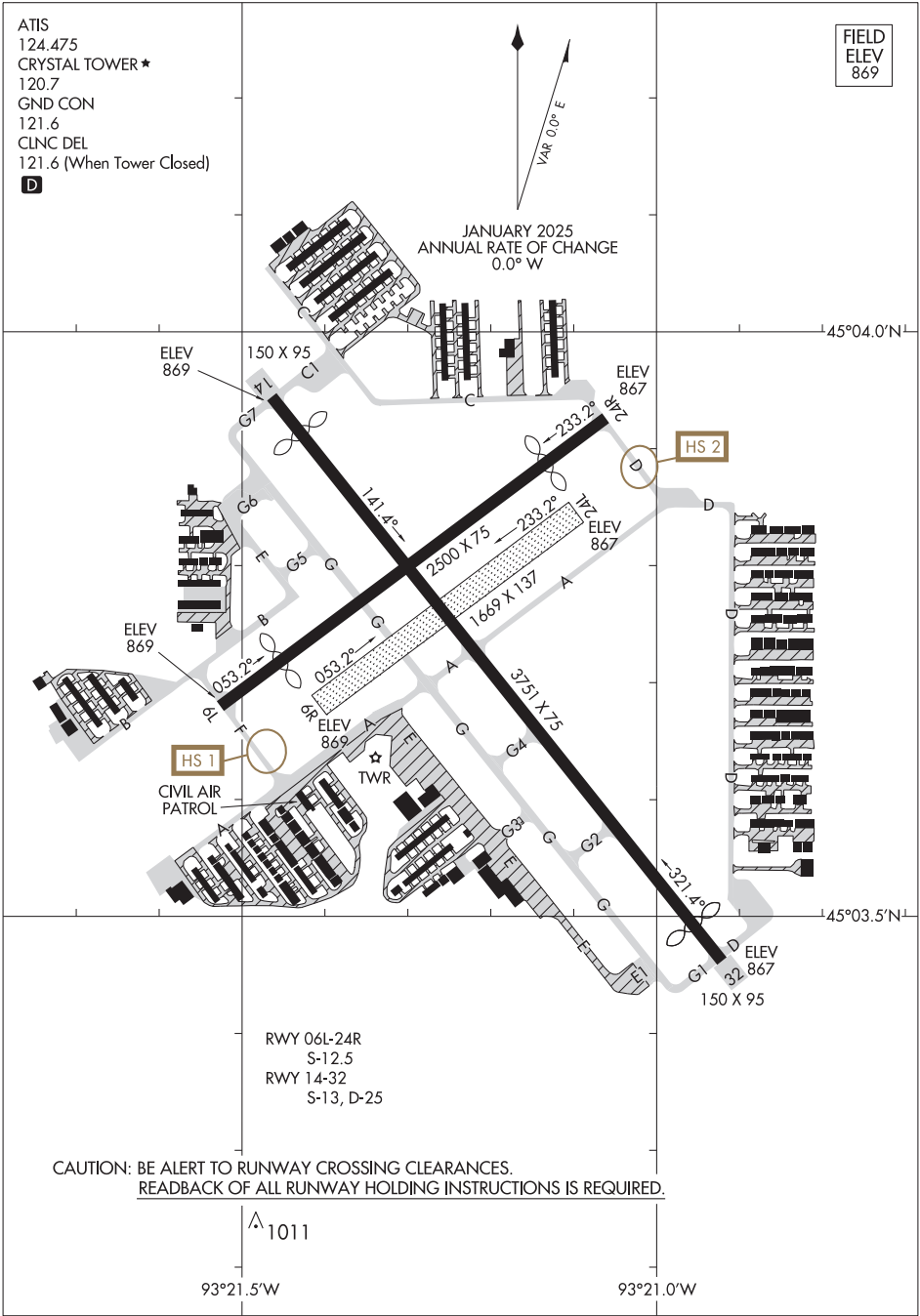
Rwy Idg  
TDZE  
Apt Elev

3509  
869  
869

RNAV (GPS) RWY 32  
CRYSTAL (MIC)

|  |                                     |                                  |   |                   |  |                  |
|--|-------------------------------------|----------------------------------|---|-------------------|--|------------------|
| RNP APCH.  |                                     |                                  | MISSED APPROACH: Climb to 3000 direct OYNOP and hold. |                   |  |                  |
| ▼ Circling NA to Rwys 6R and 24L.<br>▲ Rwy 32 helicopter visibility reduction below ¾ SM NA. |                                     |                                  |   |                   |  |                  |
| ATIS<br>124.475  | MINNEAPOLIS APP CON<br>126.5 335.65 | CRYSTAL TOWER★<br>120.7 (CTAF) 0 | GND CON<br>121.6                                      | CLNC DEL<br>121.6 | CLNC DEL<br>121.6<br>(When twr closed) | UNICOM<br>122.95 |





NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



|           |         |          |      |
|-----------|---------|----------|------|
| LOC I-FCM | APP CRS | Rwy ldg  | 5001 |
| 109.7     | 098°    | TDZE     | 906  |
|           |         | Apt Elev | 906  |

ILS or LOC RWY 10R

FLYING CLOUD (FCM)

⚠

When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet, increase S-LOC Cat C and D visibility ¼ mile, GOBKE fix minimums: Increase S-LOC Cat C visibility ¼ mile. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct FCM VOR/DME and hold, continue climb-in-hold to 2700.

|               |                                    |                                       |                  |  |                  |
|---------------|------------------------------------|---------------------------------------|------------------|--|------------------|
| ATIS<br>124.9 | MINNEAPOLIS APP CON<br>134.7 284.7 | FLYING CLOUD TOWER ★<br>119.15 (CTAF) | GND CON<br>121.7 | CLNC DEL<br>121.7<br>(When twr closed) | UNICOM<br>122.95 |
|---------------|------------------------------------|---------------------------------------|------------------|--|------------------|

Remain within 10 NM

2700

278°

098°

2600

STUBR INT FCM 6.4

\*1440 when using Minneapolis-St Paul/Wold-Chamberlain altimeter setting.

1800

2700

FCM

GS 3.00°

TCH 42

3.7 NM

1.5 NM

\*1400

GOBKE FCM 2.7

FCM 1.2

\*LOC only.

| CATEGORY                          | A                     | B                     | C                       | D                     |
|-----------------------------------|-----------------------|-----------------------|-------------------------|-----------------------|
| S-ILS 10R                         |                       | 1106-½                | 200 (200-½)             |                       |
| S-LOC 10R                         | 1400-½                | 494 (500-½)           | 1400-¾<br>494 (500-¾)   | 1400-1<br>494 (500-1) |
| CIRCLING                          | 1400-1<br>494 (500-1) | 1440-1<br>534 (600-1) | 1440-1½<br>534 (600-1½) | 1540-2<br>634 (700-2) |
| GOBKE FIX MINIMUMS (DME REQUIRED) |                       |                       |                         |                       |
| S-LOC 10R                         |                       | 1280-½                | 374 (400-½)             | 1280-¾<br>374 (400-¾) |
| CIRCLING                          | 1320-1<br>414 (500-1) | 1440-1<br>534 (600-1) | 1440-1½<br>534 (600-1½) | 1540-2<br>634 (700-2) |

ELEV 906

TDZE 906

098°

TWR 988± 36

HIRL Rwy 10R-28L

REIL Rwys 10L and 28R

REIL Rwys 18, 28L, and 36

MIRL Rwy 10L-28R

MIRL Rwy 18-36

FAF to MAP 5.2 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

MINNEAPOLIS, MINNESOTA

Amdt 3D 07OCT21

44°50'N-93°28'W

337

FLYING CLOUD (FCM)

ILS or LOC RWY 10R

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>42510</b><br><b>W10A</b> | APP CRS<br><b>098°</b> | Rwy Idg<br>TDZE <b>906</b><br>Apt Elev <b>906</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 10L

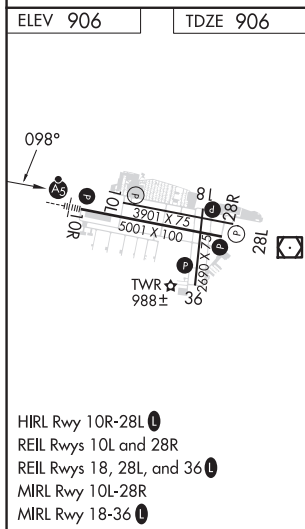
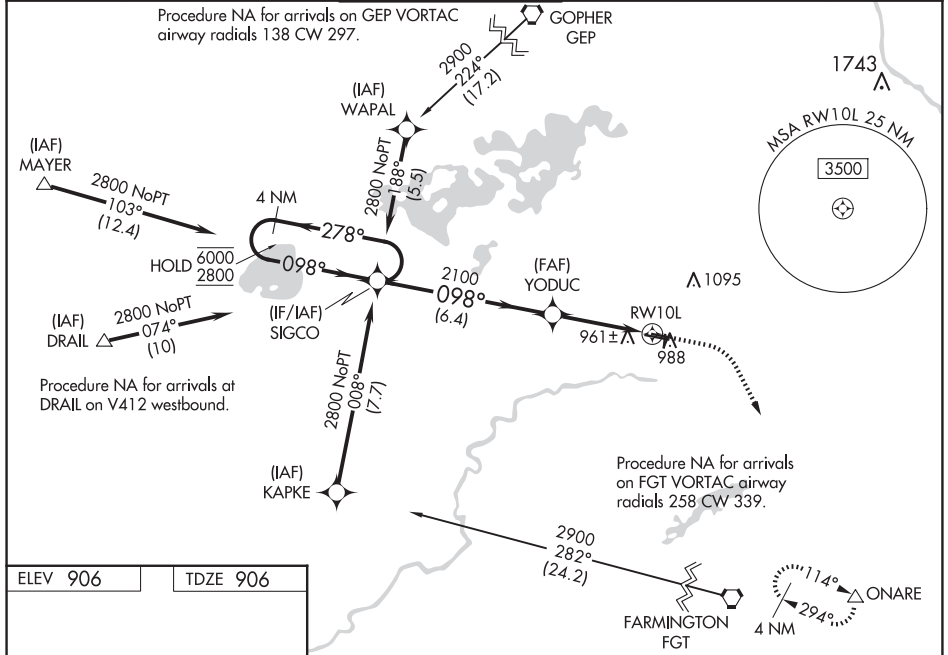
FLYING CLOUD (FCM)

RNP APCH.

Baro-VNAV NA when using Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -22°C (-7°F) or above 54°C (130°F). When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet; increase LNAV/VNAV visibility ½ mile all Cats, and Circling Cat D ¼ mile. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2900 direct ONARE and hold.

|                      |   |  |                         |   |                         |
|----------------------|---|--|-------------------------|---|-------------------------|
| ATIS<br><b>124.9</b> | MINNEAPOLIS APP CON<br><b>134.7 284.7</b> | FLYING CLOUD TOWER ★<br><b>119.15 (CTAF)</b> | GND CON<br><b>121.7</b> | CLNC DEL<br><b>121.7</b><br>(When twr closed) | UNICOM<br><b>122.95</b> |
|----------------------|---|--|-------------------------|---|-------------------------|



|              |                        |                    |                        |                    |
|--------------|------------------------|--------------------|------------------------|--------------------|
| CATEGORY     | A                      | B                  | C                      | D                  |
| LPV DA       | 1187-1 281 (300-1)     |                    |                        |                    |
| LNAV/VNAV DA | 1230-1 ½ 324 (400-1 ½) |                    |                        |                    |
| LNAV MDA     | 1240-1 334 (400-1)     |                    |                        |                    |
| CIRCLING     | 1320-1 414 (500-1)     | 1440-1 534 (600-1) | 1440-1 ½ 534 (600-1 ½) | 1540-2 634 (700-2) |


NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

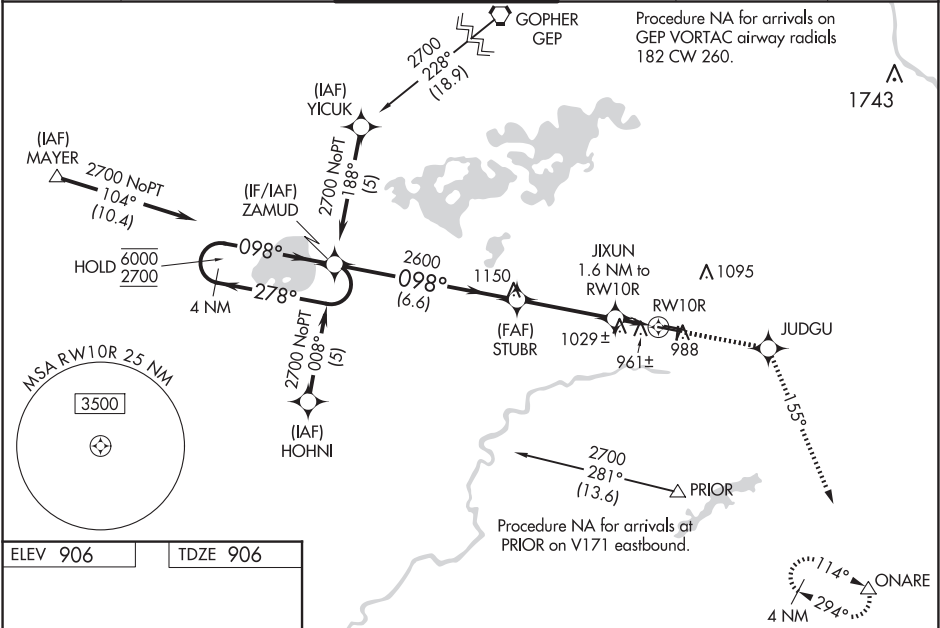
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>42519</b><br><b>W10B</b> | APP CRS<br><b>098°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5001</b><br><b>906</b><br><b>906</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 10R

FLYING CLOUD (FCM)

|                                     |   |   |   |
|-------------------------------------|---|---|---|
| RNP APCH.                           |   | <div>MALSR</div> <div></div> | MISSED APPROACH:<br>Climb to 3000 direct JUDGU and on track 155° to ONARE and hold. |
| <div><div>▼</div><div>▲</div></div> | Baro-VNAV NA when using Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet and increase LNAV Cat C visibility ¼ mile. For inoperative MALSR increase LNAV Cat D visibility to 1¼. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. |   |   |

|                      |   |  |                         |   |                         |
|----------------------|---|--|-------------------------|---|-------------------------|
| ATIS<br><b>124.9</b> | MINNEAPOLIS APP CON<br><b>134.7 284.7</b> | FLYING CLOUD TOWER ★<br><b>119.15 (CTAF) 0</b> | GND CON<br><b>121.7</b> | CLNC DEL<br><b>121.7</b><br>(When twr closed) | UNICOM<br><b>122.95</b> |
|----------------------|---|--|-------------------------|---|-------------------------|



ELEV 906

TDZE 906

The inset chart shows the runway layout for RWY 10R-28L, 10L-28R, and 18-36. It includes the TWR (Tower) at 988± and the TCH (Threshold) at 42. The chart also shows the HIRL (High Intensity Runway Lights) and the REIL (Runway End Identifier Lights) for each runway.

HIRL Rwy 10R-28L  
REIL Rws 10L and 28R  
REIL Rws 18, 28L, and 36  
MIRL Rwy 10L-28R  
MIRL Rwy 18-36

|                      |                       |                       |                       |                          |                       |
|----------------------|-----------------------|-----------------------|-----------------------|--------------------------|-----------------------|
| 4 NM Holding Pattern |                       | ZAMUD                 |                       | 3000 JUDGU tr 155° ONARE |                       |
| 6000 ← 278°          |                       | 2700 → 098°           |                       | *LNAV only.              |                       |
| GP 3.00°             |                       | TCH 42                |                       | JIXUN 1.6 NM to RW10R    |                       |
|                      |                       |                       |                       | *1440                    |                       |
|                      |                       |                       |                       | 6.6 NM                   |                       |
|                      |                       |                       |                       | 3.6 NM                   |                       |
|                      |                       |                       |                       | 1.6                      |                       |
| CATEGORY             | A                     | B                     | C                     | D                        |                       |
| LPV DA               | 1106-½                |                       | 200 (200-½)           |                          |                       |
| LNAV/VNAV DA         | 1237-¾                |                       | 331 (400-¾)           |                          |                       |
| LNAV MDA             | 1280-½                |                       | 374 (400-½)           |                          | 1280-1<br>374 (400-1) |
| CIRCLING             | 1320-1<br>414 (500-1) | 1440-1<br>534 (600-1) | 1440-½<br>534 (600-½) | 1540-2<br>634 (700-2)    |                       |

MINNEAPOLIS, MINNESOTA

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>90218</b><br><b>W28B</b> | APP CRS<br><b>278°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5001</b><br><b>906</b><br><b>906</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 28L

## FLYING CLOUD (FCM)

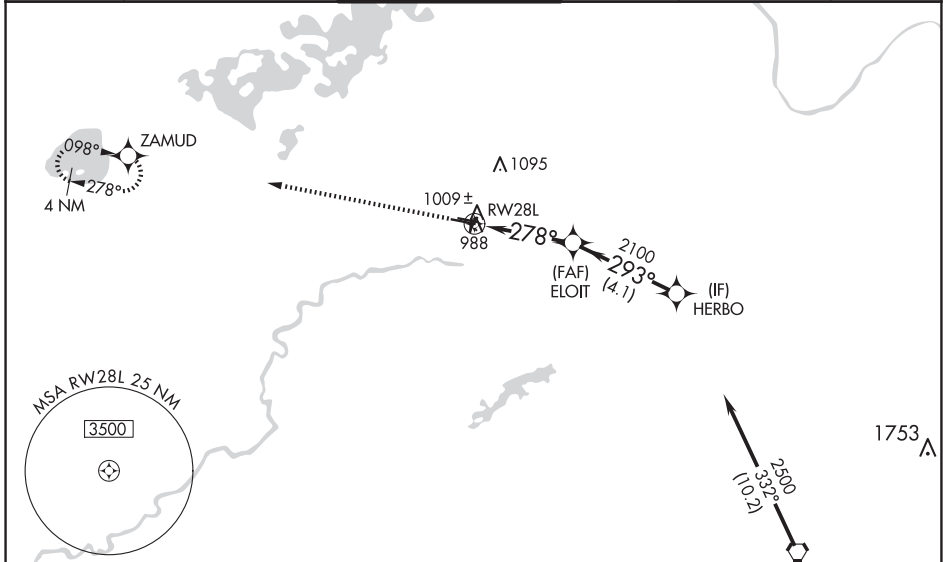
## FLYING CLOUD (FCM)

RNP APCH.

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold-Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet, increase LNAV Cots C and D visibility ½ mile. Helicopters visibility reduction below ¾ SM NA. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

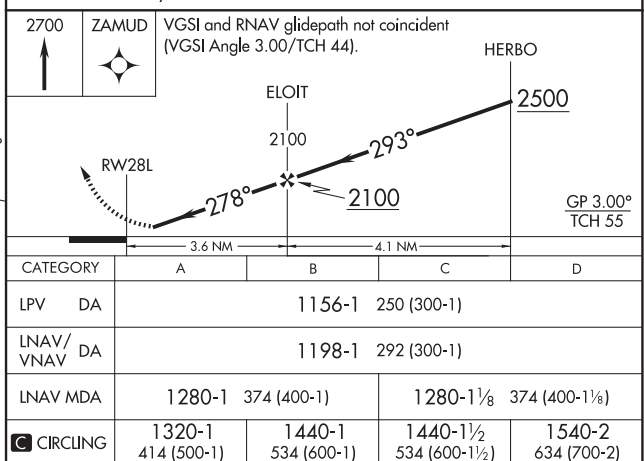
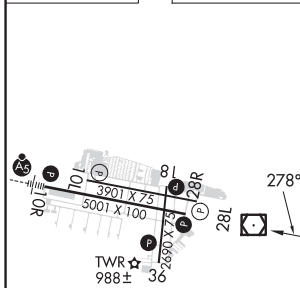
MISSED APPROACH: Climb to 2700  
direct ZAMUD and hold.

|                      |   |  |                         |   |                         |
|----------------------|---|--|-------------------------|---|-------------------------|
| ATIS<br><b>124.9</b> | MINNEAPOLIS APP CON<br><b>134.7 284.7</b> | FLYING CLOUD TOWER ★<br><b>119.15 (CTAF) 0</b> | GND CON<br><b>121.7</b> | CLNC DEL<br><b>121.7</b><br>(When twr closed) | UNICOM<br><b>122.95</b> |
|----------------------|---|--|-------------------------|---|-------------------------|



|          |  |          |
|----------|--|----------|
| ELEV 906 |  | TDZE 906 |
|----------|--|----------|

Procedure NA for arrivals on FGT VORTAC  
airway radials 258 CW 011.



HIRL Rwy 10R-28L **L**  
REIL Rwy 10L and 28R  
REIL Rwy 18, 28L, and 36 **L**  
MIRL Rwy 10L-28R  
MIRL Rwy 18-36 **L**

MINNEAPOLIS, MINNESOTA

Amdt 2C 07OCT21

44°50'N-93°28'W

FLYING CLOUD (FCM)

RNAV (GPS) RWY 28L

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>99709</b><br><b>W28A</b> | APP CRS<br><b>278°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3901</b><br><b>904</b><br><b>906</b> |
|--|------------------------|-----------------------------|---|

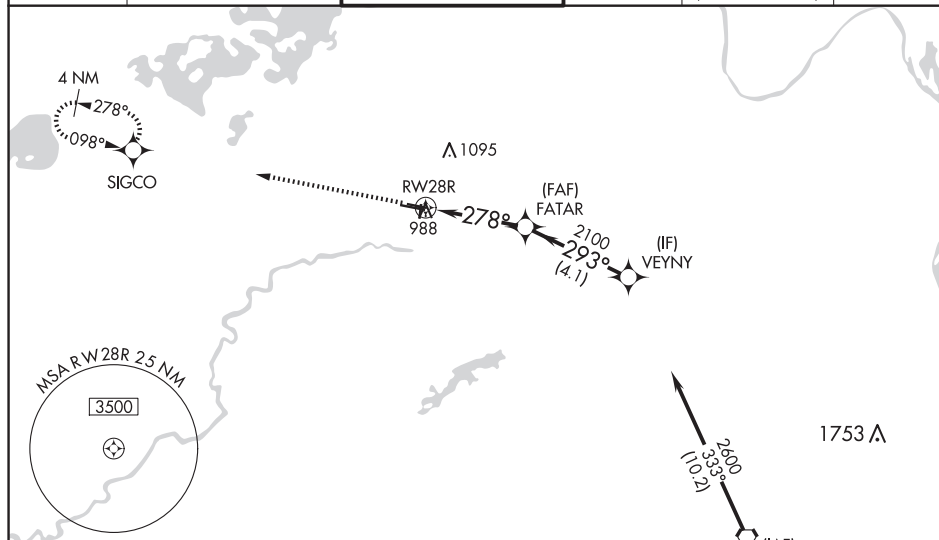
RNAV (GPS) RWY 28R  
FLYING CLOUD (FCM)

RNP APCH.

**T** Baro-VNAV NA when using Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet; increase Circling Cat D visibility  $\frac{1}{4}$  mile. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

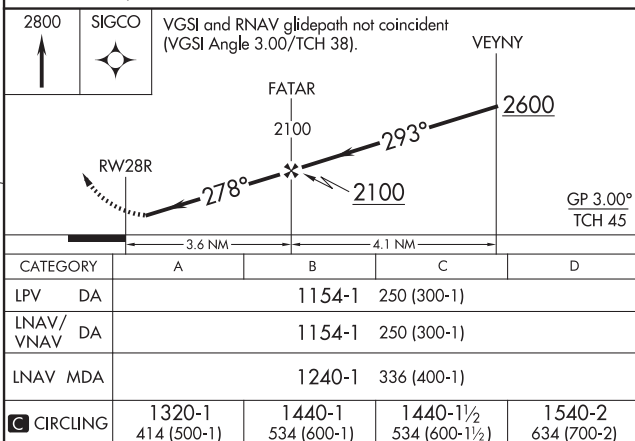
MISSED APPROACH: Climb to 2800 direct SIGCO and hold.

|                      |   |  |                         |   |                         |
|----------------------|---|--|-------------------------|---|-------------------------|
| ATIS<br><b>124.9</b> | MINNEAPOLIS APP CON<br><b>134.7 284.7</b> | FLYING CLOUD TOWER ★<br><b>119.15 (CTAF) 0</b> | GND CON<br><b>121.7</b> | CLNC DEL<br><b>121.7</b><br>(When twr closed) | UNICOM<br><b>122.95</b> |
|----------------------|---|--|-------------------------|---|-------------------------|



|      |     |  |      |     |
|------|-----|--|------|-----|
| ELEV | 906 |  | TDZE | 904 |
|------|-----|--|------|-----|

Procedure NA for arrivals on FGT VORTAC  
airway radials 258 CW 011.



HIRL Rwy 10R-28L **L**  
REIL Rwy 10L and 28R  
REIL Rwy 18, 28L, and 36 **L**  
MIRL Rwy 10L-28R  
MIRL Rwy 18-36 **L**

MINNEAPOLIS, MINNESOTA

Amdt 2E 07OCT21

44°50'N-93°28'W

341

FLYING CLOUD (FCM)

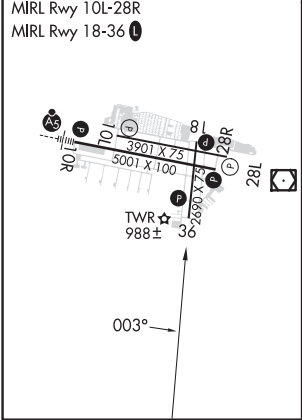
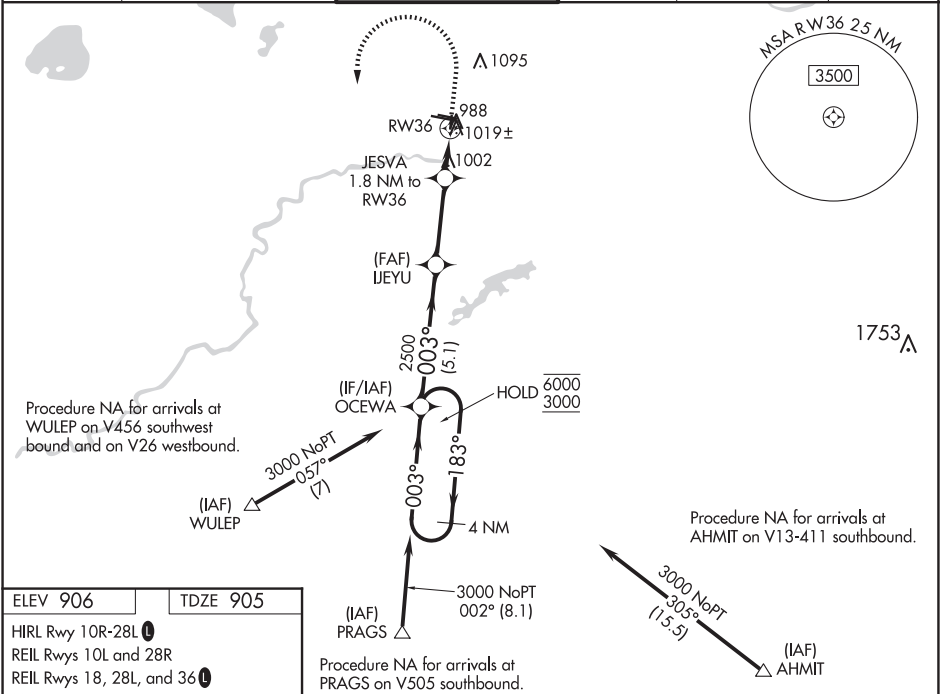
RNAV (GPS) RWY 28R

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>82635</b><br><b>W36A</b> | APP CRS<br><b>003°</b> | Rwy Idg<br>TDZE <b>905</b><br>Apt Elev <b>906</b> | <b>2690</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 36  
FLYING CLOUD (FCM)

|           |  |   |
|-----------|--|---|
| RNP APCH. | <p>⚠ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Minneapolis St Paul Intl/Wold-Chamberlain altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C visibility 1/8 mile. Straight-in Rwy 36 at night, and Circling Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.</p> | MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OCEWA and hold. |
|-----------|--|---|

|                      |   |  |                         |   |                         |
|----------------------|---|--|-------------------------|---|-------------------------|
| ATIS<br><b>124.9</b> | MINNEAPOLIS APP CON<br><b>134.7 284.7</b> | FLYING CLOUD TOWER ★<br><b>119.15 (CTAF) 0</b> | GND CON<br><b>121.7</b> | CLNC DEL<br><b>121.7</b><br>(When twr closed) | UNICOM<br><b>122.95</b> |
|----------------------|---|--|-------------------------|---|-------------------------|



|                             |                       |                       |                         |                      |      |       |
|-----------------------------|-----------------------|-----------------------|-------------------------|----------------------|------|-------|
| Visual Segment - Obstacles. |                       |                       |                         | 2000                 | 3000 | OCEWA |
| 4 NM Holding Pattern        |                       |                       |                         | ↑                    | ↩    | ✦     |
| 6000 ← 183° → 3000 003°     |                       |                       |                         | IJEYU                |      |       |
| 2500                        |                       |                       |                         | JESVA 1.8 NM to RW36 |      |       |
| 1500                        |                       |                       |                         | RW36                 |      |       |
| 5.1 NM                      |                       |                       |                         | 3.1 NM               |      |       |
| 1.8 NM                      |                       |                       |                         |                      |      |       |
| CATEGORY                    | A                     | B                     | C                       | D                    |      |       |
| LP MDA                      | 1260-1                | 355 (400-1)           |                         | NA                   |      |       |
| LNAV MDA                    | 1280-1                | 375 (400-1)           |                         | NA                   |      |       |
| CIRCLING                    | 1320-1<br>414 (500-1) | 1440-1<br>534 (600-1) | 1440-1½<br>534 (600-1½) | NA                   |      |       |

|             |         |          |      |
|-------------|---------|----------|------|
| VOR/DME FCM | APP CRS | Rwy ldg  | 2690 |
| 117.7       | 035°    | TDZE     | 905  |
| Chan 124    |         | Apt Elev | 906  |

VOR/DME RWY 36

FLYING CLOUD (FCM)

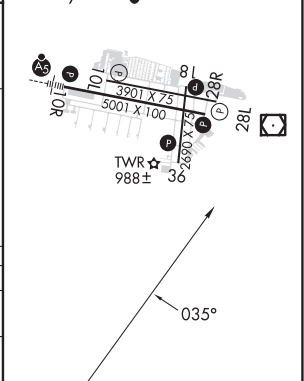
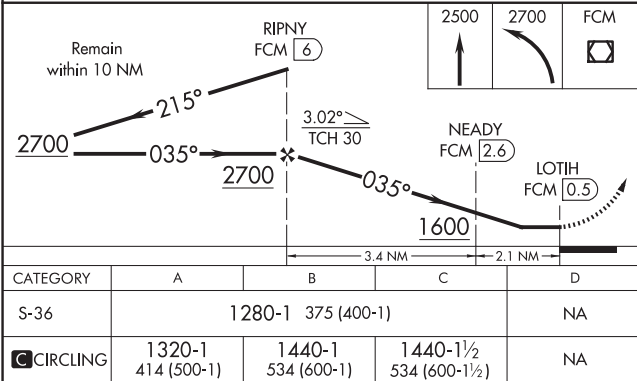
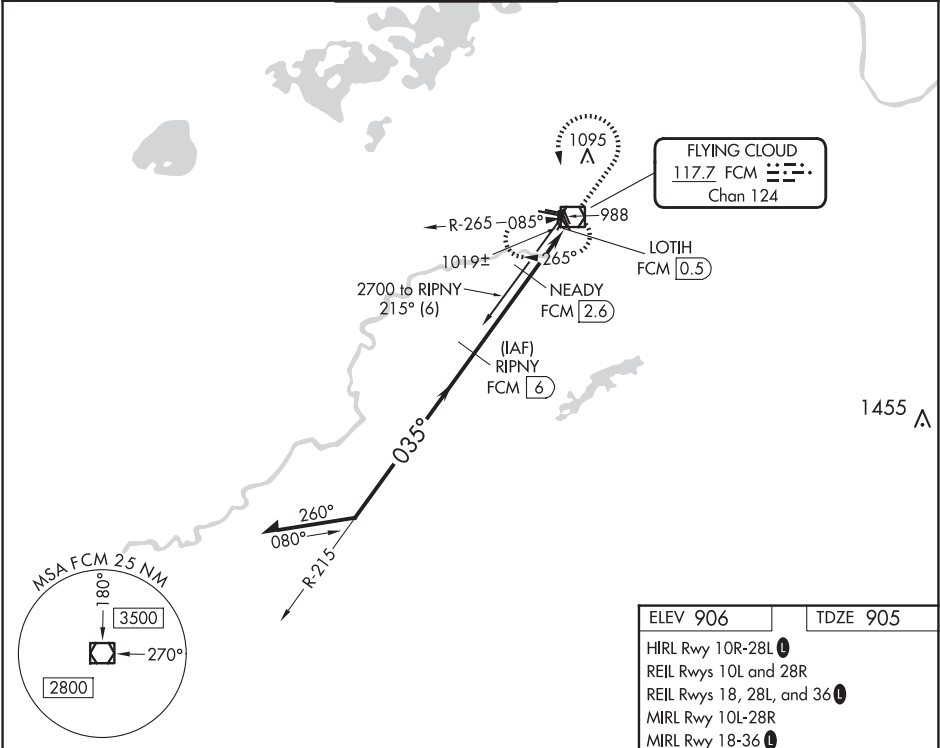
▼

▲

When local altimeter setting not received, use Minneapolis St Paul Intl/ Wold Chamberlain altimeter setting and increase all MDA 40 feet and S-36 Cat C visibility 1/8 mile. Helicopter visibility reduction below 1 SM NA. Straight-in Rwy 36 at night, and Circling Rwy 18, 36 at night, operational VGSi required, remain on or above VGSi glidepath until threshold.

MISSED APPROACH: Climb to 2500 then climbing left turn to 2700 direct FCM VOR/DME and hold.

|               |                                    |   |                  |  |                  |
|---------------|------------------------------------|---|------------------|--|------------------|
| ATIS<br>124.9 | MINNEAPOLIS APP CON<br>134.7 284.7 | FLYING CLOUD TOWER ★<br>119.15 (CTAF) 0 | GND CON<br>121.7 | CLNC DEL<br>121.7<br>(When twr closed) | UNICOM<br>122.95 |
|---------------|------------------------------------|---|------------------|--|------------------|



MINNEAPOLIS, MINNESOTA

AL-5094 (FAA)

24081

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| VOR/DME FCM<br><b>117.7</b><br>Chan <b>124</b> | APP CRS<br><b>100°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5001</b><br><b>906</b><br><b>906</b> |
|--|------------------------|-----------------------------|---|

# VOR RWY 10R

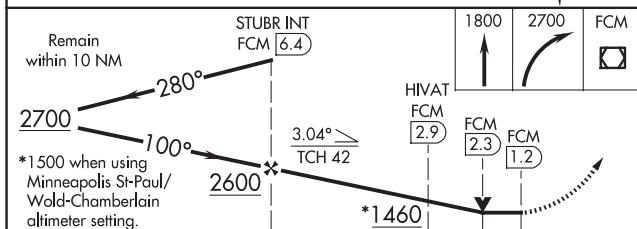
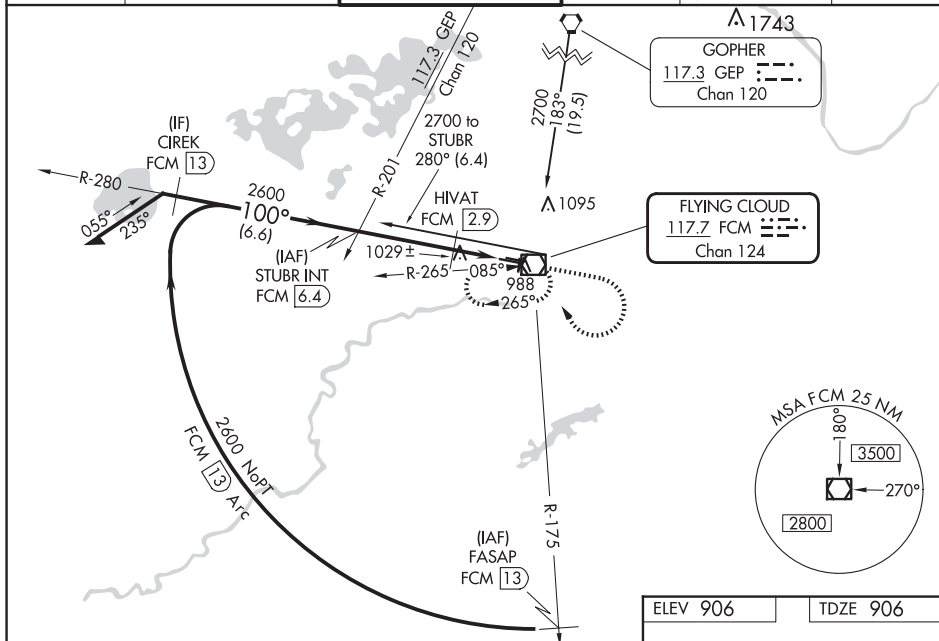
## FLYING CLOUD (FCM)

**⚠** When local altimeter setting not received, use Minneapolis St-Paul/Wold-Chamberlain altimeter setting and increase all MDA 40 feet. HIVAT fix minimums: Increase S-10R Cat C visibility  $\frac{1}{4}$  mile. For inoperative MALSR, HIVAT fix minimums: Increase S-10R Cat D visibility to  $1\frac{1}{4}$  mile. VDP NA when using Minneapolis St-Paul/Wold-Chamberlain altimeter setting. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

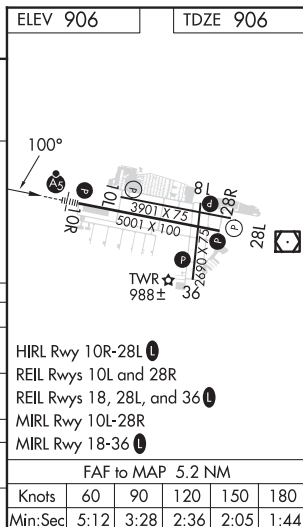


**MALSR**  
MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct FCM VOR/DME and hold, continue climb-in-hold to 2700.

|                      |   |   |                         |   |                         |
|----------------------|---|---|-------------------------|---|-------------------------|
| ATIS<br><b>124.9</b> | MINNEAPOLIS APP CON<br><b>134.7 284.7</b> | FLYING CLOUD TOWER ★<br><b>119.15</b> (CTAF) <b>1</b> | GND CON<br><b>121.7</b> | CLNC DEL<br><b>121.7</b><br>(When twr closed) | UNICOM<br><b>122.95</b> |
|----------------------|---|---|-------------------------|---|-------------------------|



| CATEGORY                          | A                     | B                         | C  | D  |
|-----------------------------------|-----------------------|---------------------------|--|--|
| S-10R                             | 1460- $\frac{1}{2}$   | 554 (600- $\frac{1}{2}$ ) | 1460-1<br>554 (600-1)                              | 1460-1 $\frac{1}{4}$<br>554 (600-1 $\frac{1}{4}$ ) |
| <b>C</b> CIRCLING                 | 1460-1                | 554 (600-1)               | 1460-1 $\frac{1}{2}$<br>554 (600-1 $\frac{1}{2}$ ) | 1540-2<br>634 (700-2)                              |
| HIVAT FIX MINIMUMS (DME REQUIRED) |                       |                           |  |  |
| S-10R                             | 1280- $\frac{1}{2}$   | 374 (400- $\frac{1}{2}$ ) | 1280-1<br>374 (400-1)                              |  |
| <b>C</b> CIRCLING                 | 1320-1<br>414 (500-1) | 1440-1<br>534 (600-1)     | 1440-1 $\frac{1}{2}$<br>534 (600-1 $\frac{1}{2}$ ) | 1540-2<br>634 (700-2)                              |



MINNEAPOLIS, MINNESOTA

Amdt 9C 07OCT21

44°50'N-93°28'W

# FLYING CLOUD (FCM)

## VOR RWY 10R

NC-1, 12 JUN 2025 to 07 AUG 2025



|           |         |          |      |
|-----------|---------|----------|------|
| LOC I-FCM | APP CRS | Rwy Idg  | 5001 |
| 109.7     | 098°    | TDZE     | 906  |
|           |         | Apt Elev | 906  |

COPTER ILS or LOC RWY 10R

FLYING CLOUD (FCM)

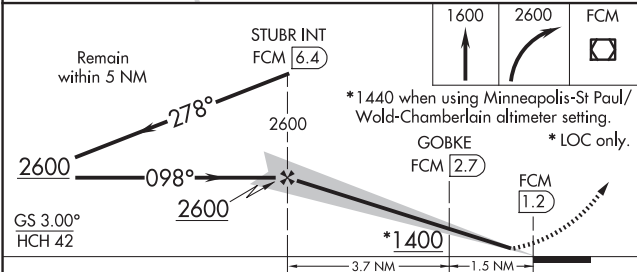
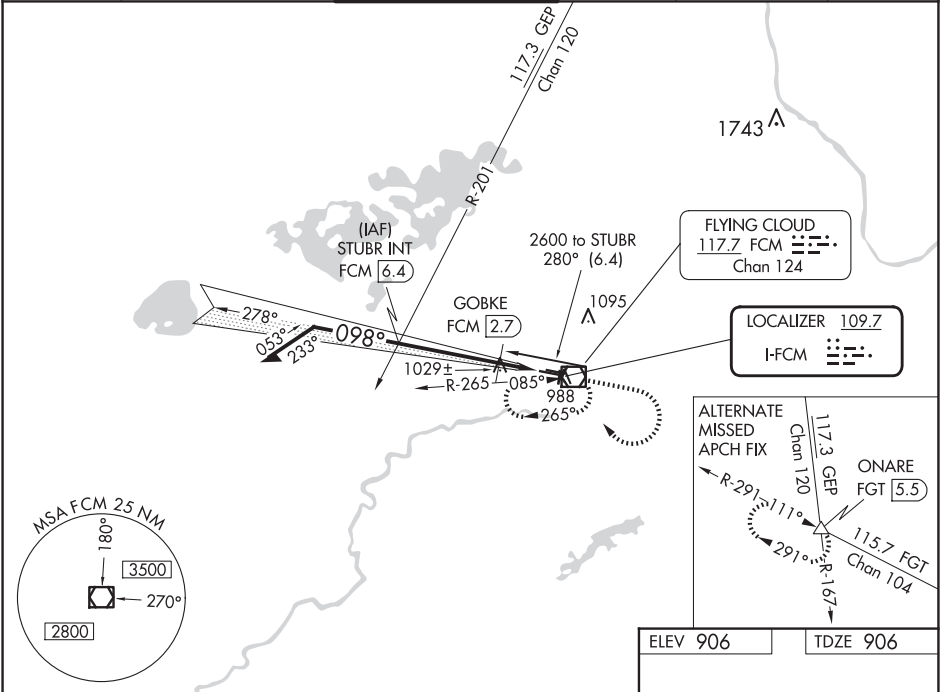
⚠

For inoperative MALSR, increase visibility to ½ mile. When local altimeter setting not received, use Minneapolis-St Paul Intl-Wold Chamberlain altimeter setting and increase DA 34 feet and all MDA 40 feet.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 2600 direct FCM VOR/DME and hold, continue climb-in-hold to 2600.

|               |                                    |                                       |                  |  |                  |
|---------------|------------------------------------|---------------------------------------|------------------|--|------------------|
| ATIS<br>124.9 | MINNEAPOLIS APP CON<br>134.7 284.7 | FLYING CLOUD TOWER ★<br>119.15 (CTAF) | GND CON<br>121.7 | CLNC DEL<br>121.7<br>(When twr closed) | UNICOM<br>122.95 |
|---------------|------------------------------------|---------------------------------------|------------------|--|------------------|



| CATEGORY                          | COPTER             |
|-----------------------------------|--------------------|
| H-ILS 10R                         | 1106-¼ 200 (200-¼) |
| H-LOC 10R                         | 1400-¼ 494 (500-¼) |
| GOBKE FIX MINIMUMS (DME REQUIRED) |                    |
| H-LOC 10R                         | 1280-¼ 374 (400-¼) |

ELEV 906

TDZE 906

HIRL Rwy 10R-28L

REIL Rwys 10L and 28R

REIL Rwys 18, 28L, and 36

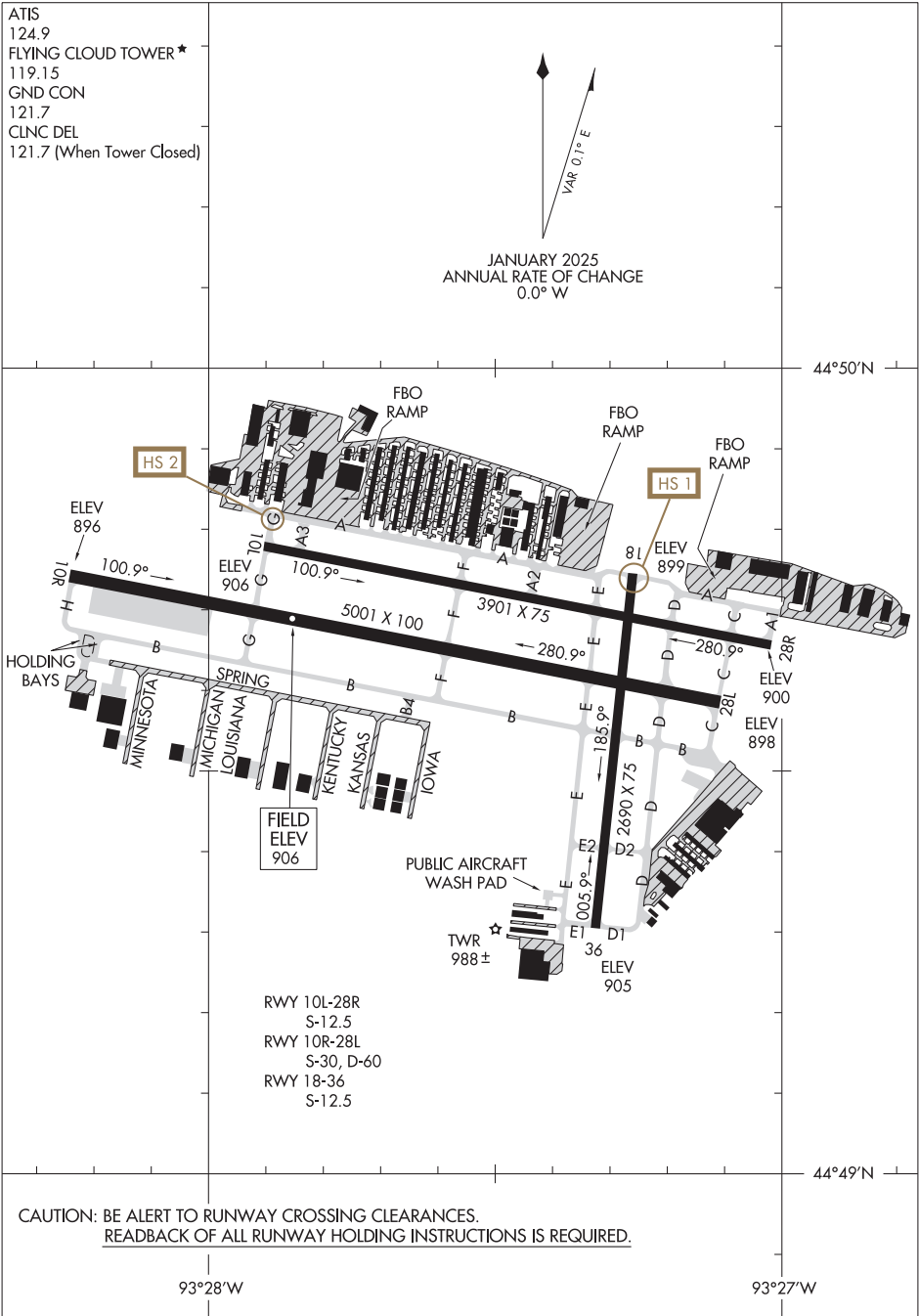
MIRL Rwy 10L-28R

MIRL Rwy 18-36

FAF to MAP 5.2 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 45   | 60   | 75   | 90   | 105  |
| Min:Sec | 6:56 | 5:12 | 4:10 | 3:28 | 2:58 |

ATIS  
124.9  
FLYING CLOUD TOWER ★  
119.15  
GND CON  
121.7  
CLNC DEL  
121.7 (When Tower Closed)

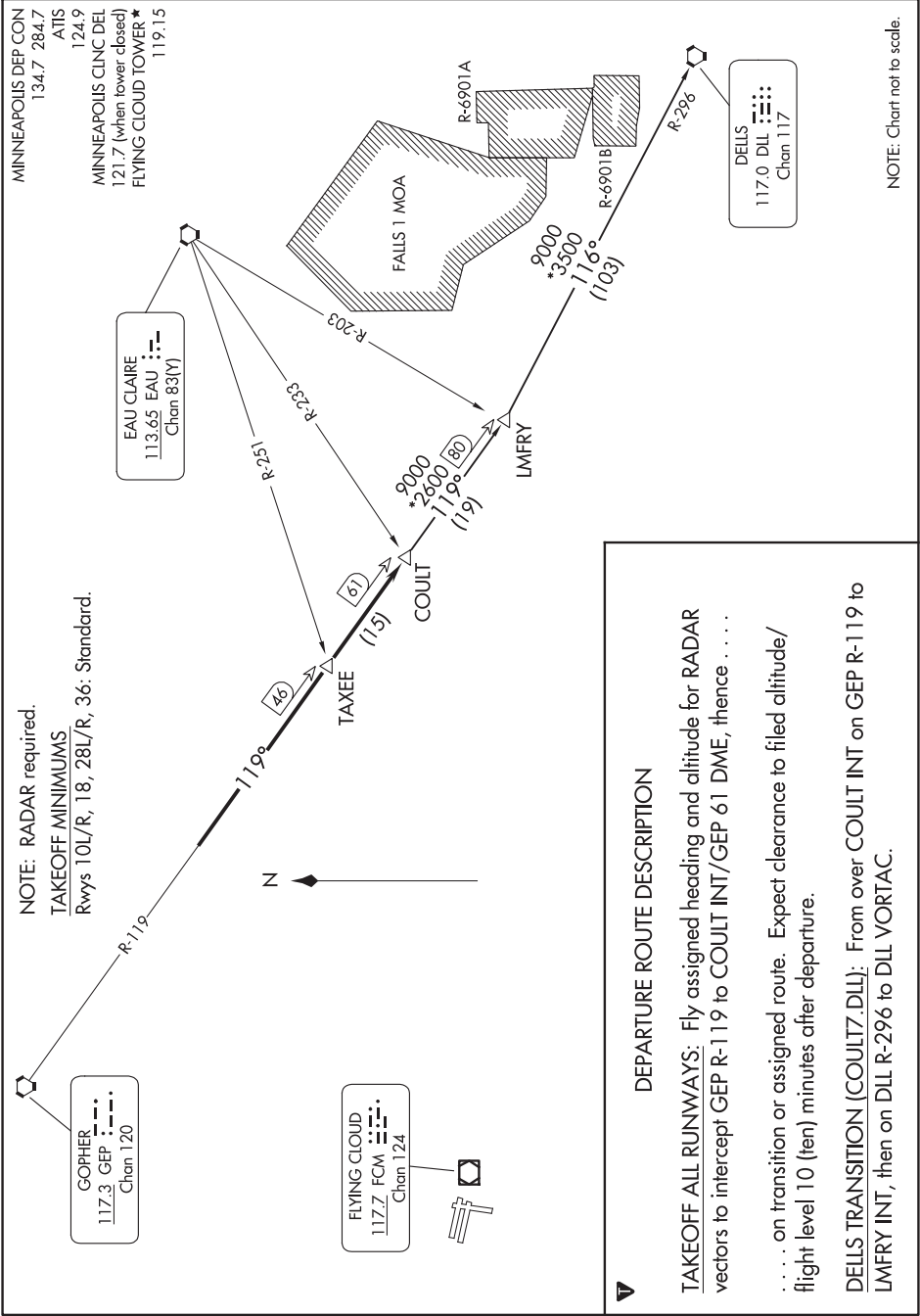


COULT SEVEN DEPARTURE

AL-5094 (FAA)

FLYING CLOUD (FCM)  
MINNEAPOLIS, MINNESOTA

NC-1, 12 JUN 2025 to 07 AUG 2025



NOTE: Chart not to scale.

NC-1, 12 JUN 2025 to 07 AUG 2025

COULT SEVEN DEPARTURE

(KBREW2.KBREW) 24137  
KBREW TWO DEPARTURE

AL-5094 (FAA)

FLYING CLOUD (F'CM)  
MINNEAPOLIS, MINNESOTA

NC-1, 12 JUN 2025 to 07 AUG 2025

MINNEAPOLIS DEP CON  
134.7 335.65  
ATIS  
124.9  
MINNEAPOLIS CLNC DEL  
121.7 (when tower closed)  
FLYING CLOUD TOWER ★  
119.15

RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC

FARGO  
116.2 FAR  
Chan 109

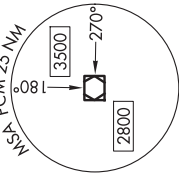
GOPHER  
117.3 GEP  
Chan 120

FLYING CLOUD  
117.7 FCM  
Chan 124

REDWOOD FALLS  
113.3 RWF  
Chan 80

14000  
3300  
2906  
(120)

N



TAKEOFF MINIMUMS  
Rwys 10L/R, 18, 28L/R, 36: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for  
RADAR vectors to GEP VORTAC then on depicted route to  
KBREW, thence. . .  
... on transition. Maintain ATC assigned altitude. Expect  
filed altitude 10 minutes after departure.  
FARGO TRANSITION (KBREW2.FAR): From over KBREW  
on FAR R-116 to FAR VOR/DME.

NC-1, 12 JUN 2025 to 07 AUG 2025

(KBREW2.KBREW) 16MAY24  
KBREW TWO DEPARTURE

MINNEAPOLIS, MINNESOTA  
FLYING CLOUD (F'CM)

(ORSKY3.ORSKY) 23334  
ORSKY THREE DEPARTURE

AL-5094 (FAA)

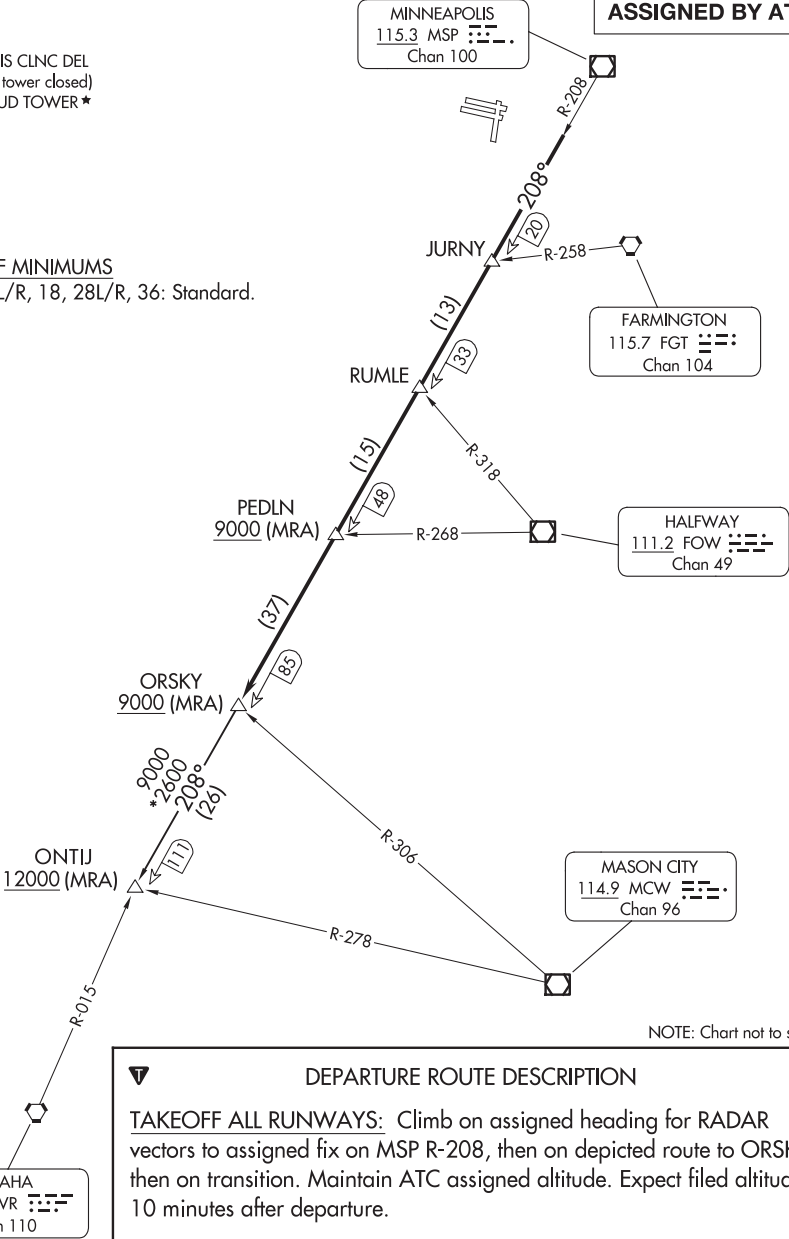
FLYING CLOUD (F'CM)  
MINNEAPOLIS, MINNESOTA

MINNEAPOLIS DEP CON  
134.7 284.7  
ATIS  
124.9  
MINNEAPOLIS CLNC DEL  
121.7 (when tower closed)  
FLYING CLOUD TOWER ★  
119.15

RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS  
Rwys 10L/R, 18, 28L/R, 36: Standard.



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to assigned fix on MSP R-208, then on depicted route to ORSKY, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

ONTIJ TRANSITION (ORSKY3.ONTIJ): From over ORSKY INT on MSP R-208 to ONTIJ INT.

NC-1, 12 JUN 2025 to 07 AUG 2025


NC-1, 12 JUN 2025 to 07 AUG 2025

(RST1.RST) 23334

ROCHESTER ONE DEPARTURE

AL-5094 (FAA)

FLYING CLOUD (FCM)  
MINNEAPOLIS, MINNESOTA



FLYING CLOUD  
117.7 FCM  
Chan 124

TOP ALTITUDE:  
(JETS) 7000/  
(PROPS) 5000


MINNEAPOLIS DEP CON  
134.7 284.7  
ATIS  
124.9  
MINNEAPOLIS CLNC DEL  
121.7 (when tower closed)  
FLYING CLOUD TOWER ★  
119.15



FARMINGTON  
115.7 FGT  
Chan 104



HALFWAY  
111.2 FOW  
Chan 49



ROCHESTER  
112.0 RST  
Chan 57



WATERLOO  
112.2 ALO  
Chan 59

NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwys 10L/R, 18, 28L/R, 36: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to FGT VORTAC then on FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/FGT 14 DME at or above 4000, thence . . . .

. . . .on assigned transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

WATERLOO TRANSITION (RST1.ALO): From over RST VOR/DME on RST R-168 and ALO R-353 to ALO VOR/DME.

ROCHESTER ONE DEPARTURE

(RST1.RST) 13SEP18

MINNEAPOLIS, MINNESOTA  
FLYING CLOUD (FCM)

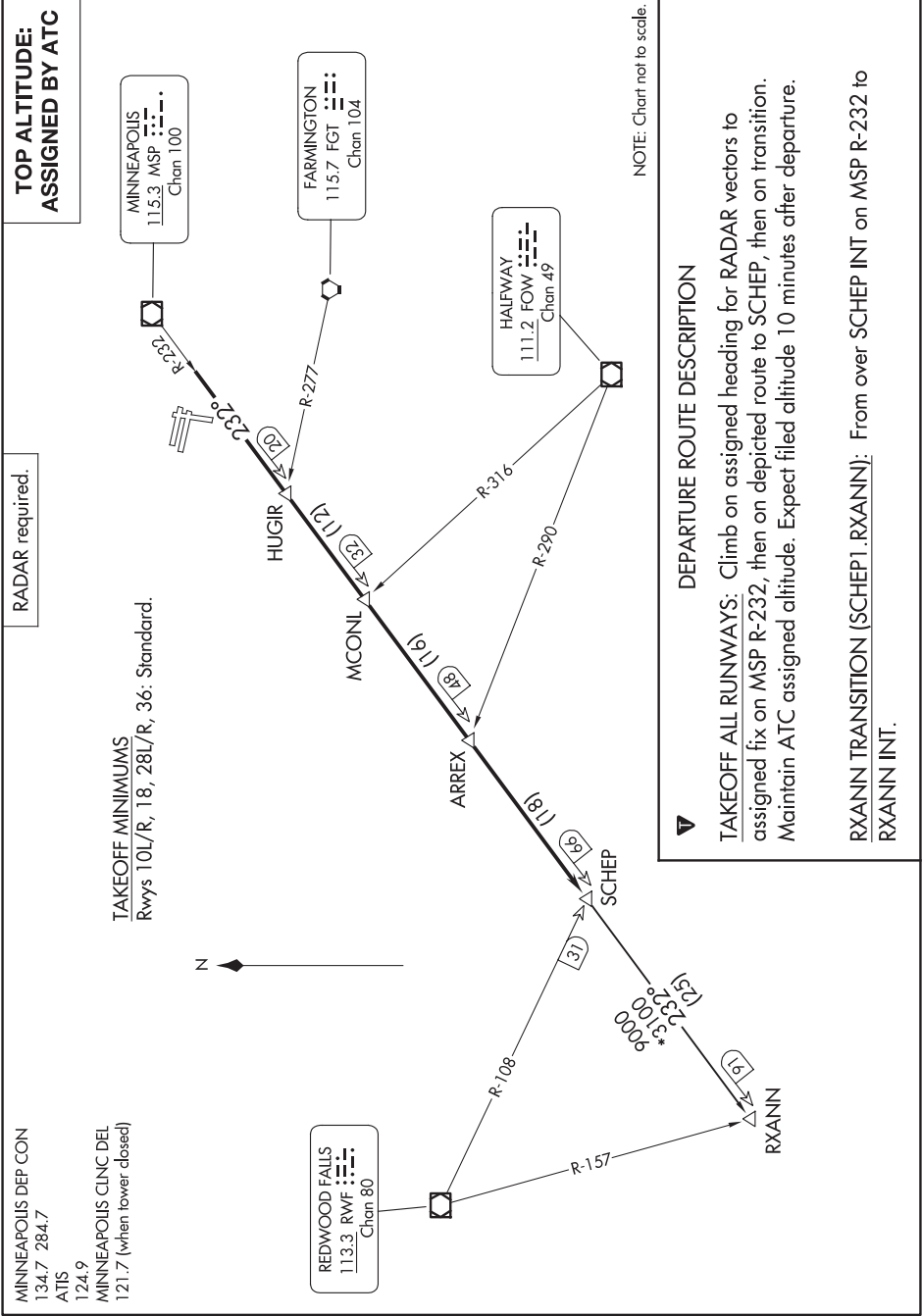
NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

(SCHEP1.SCHEP) 23334  
SCHEP ONE DEPARTURE

AL-5094 (FAA)

FLYING CLOUD (FCM)  
MINNEAPOLIS, MINNESOTA



SCHEP ONE DEPARTURE  
(SCHEP1.SCHEP) 08SEP22

MINNEAPOLIS, MINNESOTA  
FLYING CLOUD (FCM)



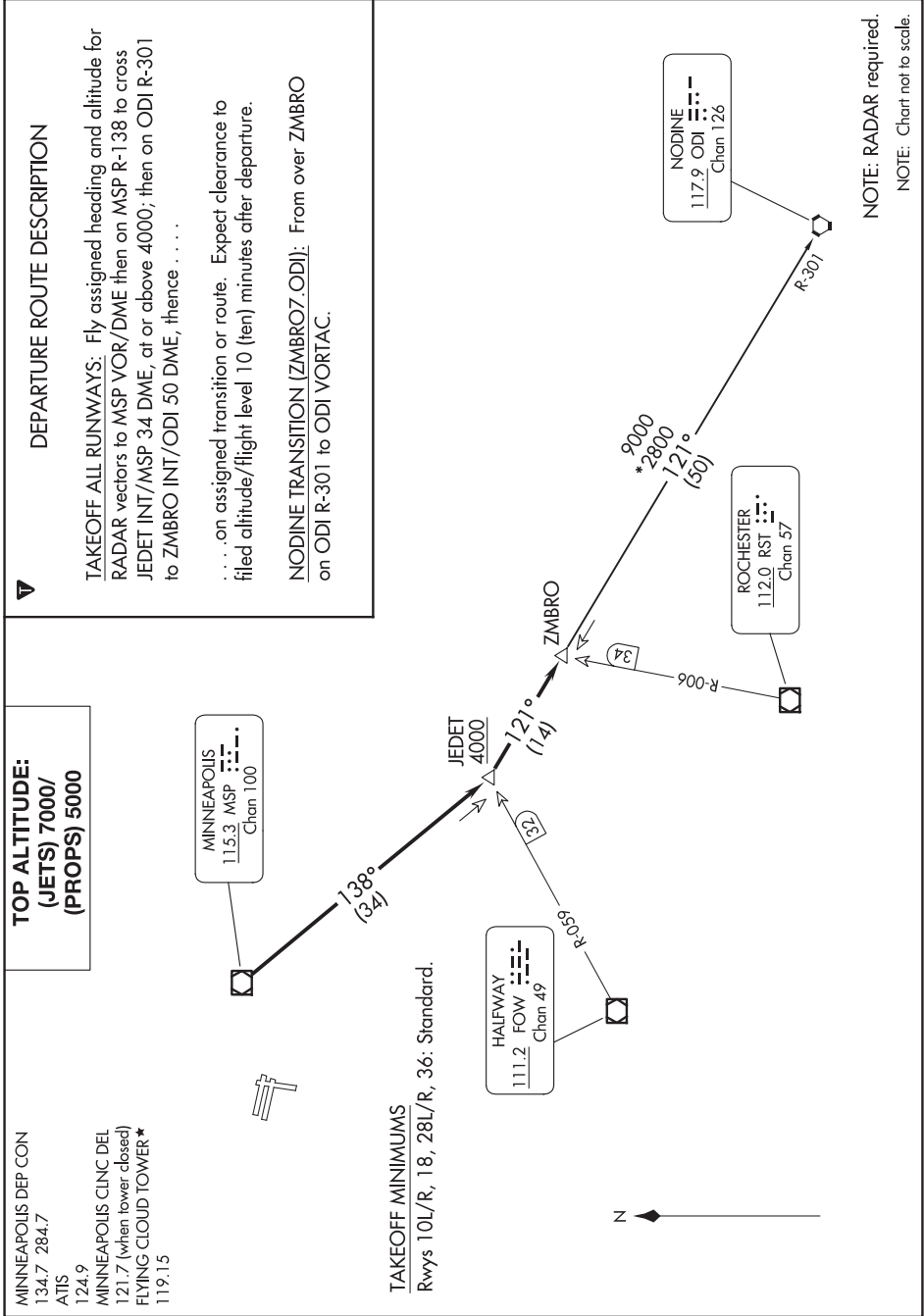


ZMBRO7.ZMBRO) 23334

ZMBRO SEVEN DEPARTURE

AL-5094 (FAA)

FLYING CLOUD (FCM)  
MINNEAPOLIS, MINNESOTA



ZMBRO7.ZMBRO) 17AUG17

ZMBRO SEVEN DEPARTURE

MINNEAPOLIS, MINNESOTA  
FLYING CLOUD (FCM)

MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

25107

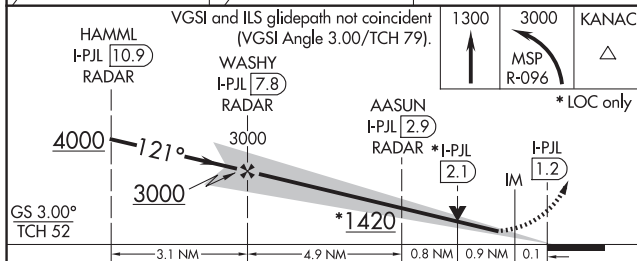
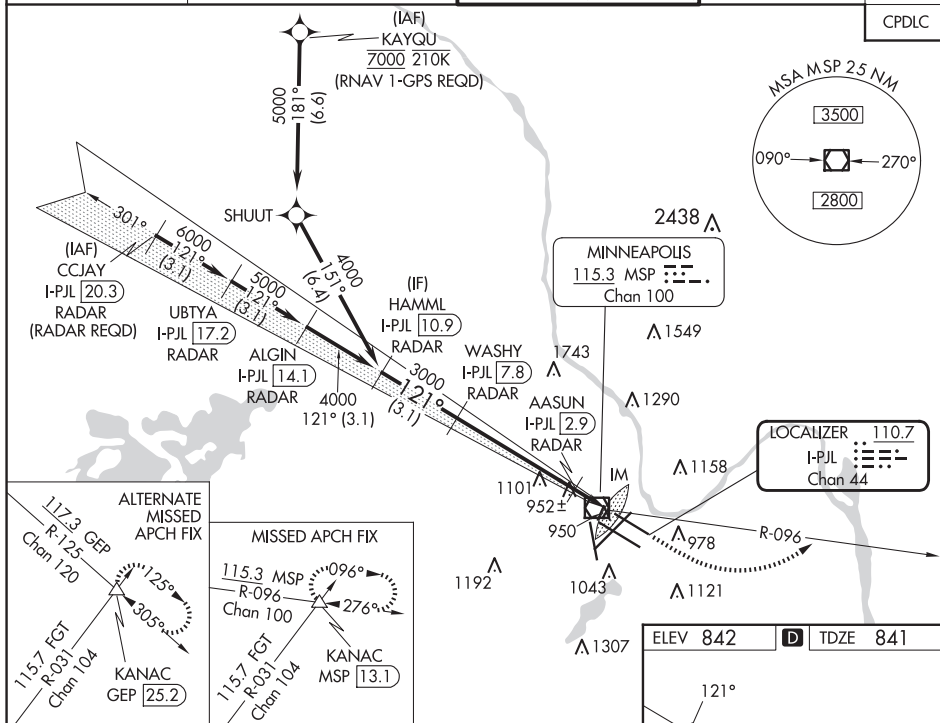
|   |                        |                             |   |
|---|------------------------|-----------------------------|---|
| LOC/DME I-PJL<br><b>110.7</b><br>Chan <b>44</b> | APP CRS<br><b>121°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7620</b><br><b>841</b><br><b>842</b> |
|---|------------------------|-----------------------------|---|

# ILS or LOC RWY 12L

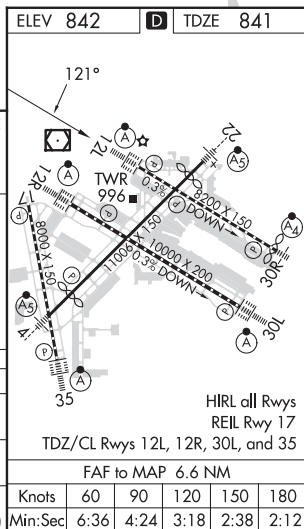
## MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

|   |                    |   |
|---|--------------------|---|
| <b>⚠</b> Simultaneous approach authorized with Rwy 12R. For inop ALS, increase S-ILS 12L Cat E visibility to RVR 4000, S-LOC 12L Cat C/D/E visibility to RVR 5500. DME or RADAR required. | <b>ALSIF-2</b><br> | <b>MISSED APPROACH:</b> Climb to 1300, then climbing left turn to 3000 on MSP VOR/DME R-096 to KANAC INT/MSP 13.1 DME and hold. |
|---|--------------------|---|

|  |  |   |   |                          |
|--|--|---|---|--------------------------|
| D-ATIS<br>ARR <b>135.35</b> <b>239.275</b><br>DEP <b>120.8</b> | MINNEAPOLIS APP CON<br><b>118.725 335.65</b> (Rwy 35)<br><b>119.3 335.65</b> (12L-30R, 4-22, 17)<br><b>126.95 335.65</b> (12R-30L) | MINNEAPOLIS TOWER<br><b>123.675 273.55</b> (17-35)<br><b>123.95 273.55</b> (12L-30R)<br><b>126.7 273.55</b> (12R-30L, 4-22) | GND CON<br><b>N 121.8 348.6</b><br><b>S 121.9 348.6</b><br><b>W 127.925 348.6</b> | CLNC DEL<br><b>133.2</b> |
|--|--|---|---|--------------------------|



|           |                     |                      |                      |                     |   |
|-----------|---------------------|----------------------|----------------------|---------------------|---|
| CATEGORY  | A                   | B                    | C                    | D                   | E |
| S-ILS 12L | 1041/18 200 (200-½) |                      |                      |                     |   |
| S-LOC 12L | 1220/24             | 379 (400-½)          | 1220/35              | 379 (400-¾)         |   |
| CIRCLING  | 1360-1 518 (600-1)  | 1460-1¾ 618 (700-1¾) | 1660-2¾ 818 (900-2¾) | 1800-3 958 (1000-3) |   |



MINNEAPOLIS, MINNESOTA

Amdt 11 05JAN17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

44°53'N-93°13'W

# ILS or LOC RWY 12L

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|                |             |                     |
|----------------|-------------|---------------------|
| LOC/DME I-HKZ  | APP CRS     | Rwy Idg             |
| <b>110.3</b>   | <b>121°</b> | <b>10000</b>        |
| Chan <b>40</b> |             | TDZE <b>842</b>     |
|                |             | Apt Elev <b>842</b> |

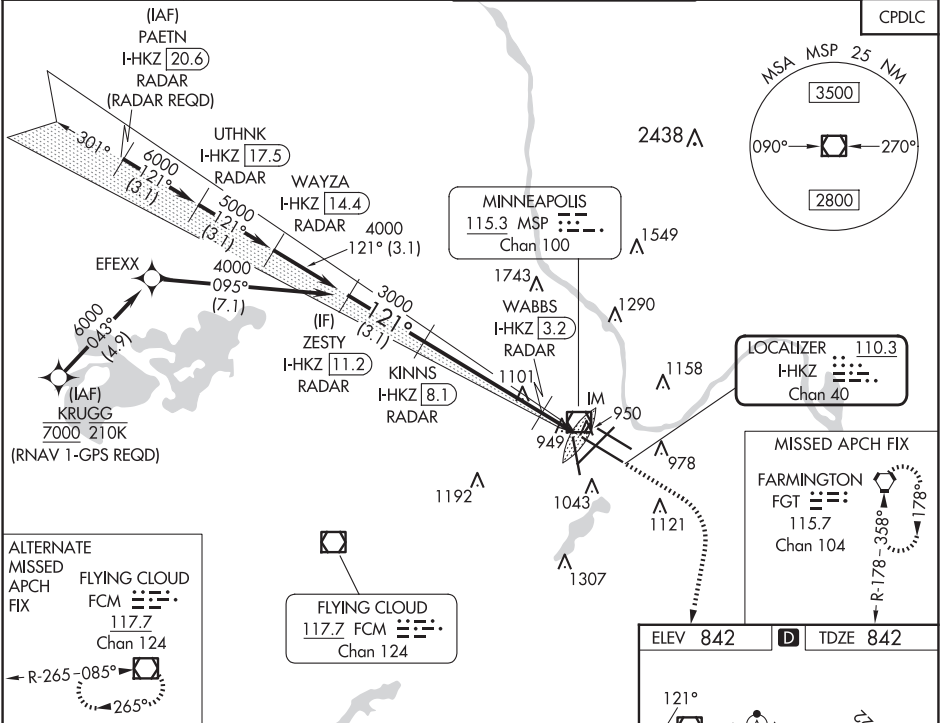
ILS or LOC RWY 12R

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

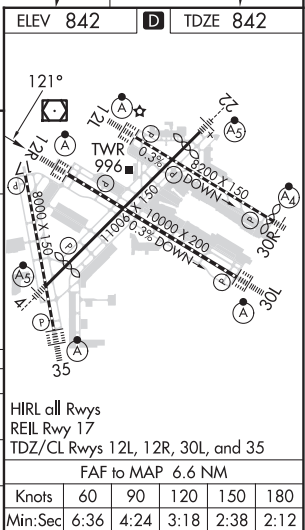
**⚠** DME or RADAR required. For inop ALS, increase S-ILS 12R Cat E visibility to RVR 4000, and S-LOC 12R Cat E visibility to RVR 6000. Simultaneous approach authorized with Rwy 12L.

**ALSF-2**  MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct FGT VORTAC and hold.

|                                  |   |                                     |                        |              |
|----------------------------------|---|-------------------------------------|------------------------|--------------|
| D-ATIS                           | MINNEAPOLIS APP CON                     | MINNEAPOLIS TOWER                   | GND CON                | CINC DEL     |
| ARR <b>135.35</b> <b>239.275</b> | <b>118.725 335.65</b> (Rwy 35)          | <b>123.675 273.55</b> (17-35)       | <b>N 121.8 348.6</b>   | <b>133.2</b> |
| DEP <b>120.8</b>                 | <b>119.3 335.65</b> (12L-30R, 4-22, 17) | <b>123.95 273.55</b> (12L-30R)      | <b>S 121.9 348.6</b>   |              |
|                                  | <b>126.95 335.65</b> (12R-30L)          | <b>126.7 273.55</b> (12R-30L, 4-22) | <b>W 127.925 348.6</b> |              |



|   |                         |                         |                      |                      |   |
|---|-------------------------|-------------------------|----------------------|----------------------|---|
| VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66). |                         |                         |                      |                      |   |
| ZESTY I-HKZ [11.2] RADAR  | KINNS I-HKZ [8.1] RADAR | WABBS I-HKZ [3.2] RADAR | IM I-HKZ [2.5] RADAR | IM I-HKZ [1.5] RADAR |   |
| 4000  | 3000                    | 3000                    | 1420                 | 1420                 |   |
| GS 3.00° TCH 50   |                         |                         |                      |                      |   |
| 3.1 NM  | 4.9 NM                  | 0.7 NM                  | 0.9 NM               | 0.1 NM               |   |
| CATEGORY  | A                       | B                       | C                    | D                    | E |
| S-ILS 12R   | 1042/18 200 (200-½)     |                         |                      |                      |   |
| S-LOC 12R   | 1240/24 398 (400-½)     | 1240/35 398 (400-¾)     |                      |                      |   |
| CIRCLING  | 1360-1 518 (600-1)      | 1460-1¾ 618 (700-1¾)    | 1660-2¾ 818 (900-2¾) | 1800-3 958 (1000-3)  |   |



MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

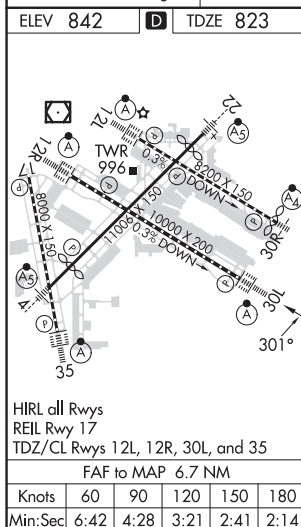
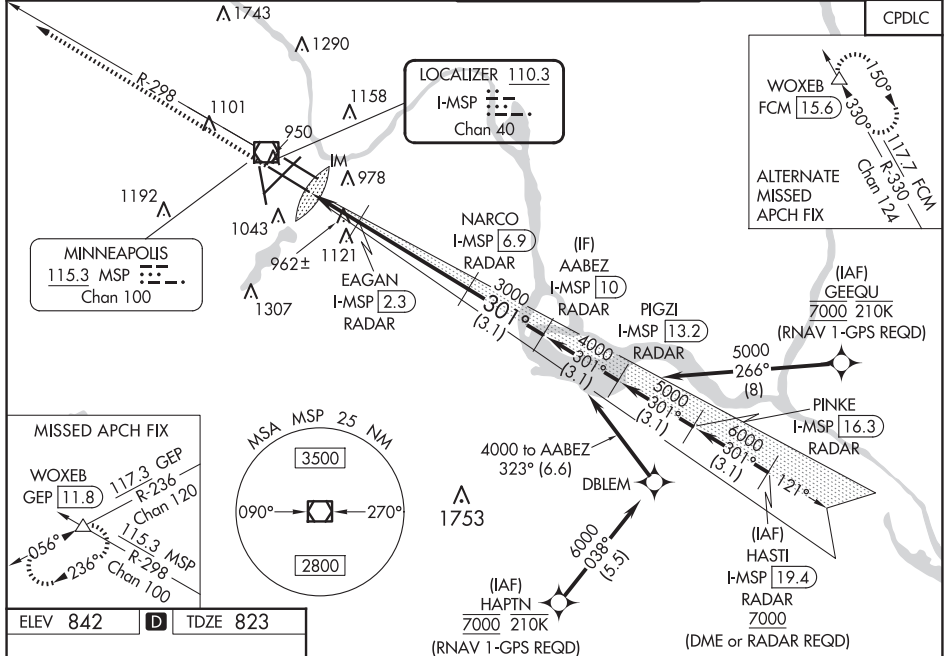
25107

|   |                        |   |
|---|------------------------|---|
| LOC/DME I-MSP<br><b>110.3</b><br>Chan <b>40</b> | APP CRS<br><b>301°</b> | Rwy Idg<br>TDZE <b>823</b><br>Apt Elev <b>842</b> |
|---|------------------------|---|

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

ILS or LOC RWY 30L

|  |  |   |   |  |
|--|--|---|---|--|
| <div><div><div></div><div></div></div><div><div></div><div></div></div></div> <div>DME or RADAR required. Simultaneous approaches authorized with Rwy 30R and ILS V Rwy 35 (CONVERGING). For inop ALS, increase S-ILS 30L Cat E visibility to RVR 4000, and increase S-LOC 30L Cat E visibility to RVR 6000.</div> | <div><div>ALS F-2</div><div><div></div><div></div></div></div>   | MISSED APPROACH: Climb to 1300 then climb to 3000 on heading 301° and MSP VOR/DME R-298 to WOXEB INT/ GEP VORTAC 11.8 DME and hold.               |   |  |
| <div><div>D-ATIS</div><div>ARR 135.35 239.275</div><div>DEP 120.8</div></div>  | <div><div>MINNEAPOLIS APP CON</div><div>118.725 335.65 (Rwy 35)</div><div>119.3 335.65 (12L-30R, 4-22, 17)</div><div>126.95 335.65 (12R-30L)</div></div> | <div><div>MINNEAPOLIS TOWER</div><div>123.675 273.55 (17-35)</div><div>123.95 273.55 (12L-30R)</div><div>126.7 273.55 (12R-30L, 4-22)</div></div> | <div><div>GND CON</div><div>N 121.8 348.6</div><div>S 121.9 348.6</div><div>W 127.925 348.6</div></div> | <div><div>CLNC DEL</div><div>133.2</div></div> |
| <div><div></div><div>A 1743</div></div>  |  |   |   | <div><div>CPDLC</div></div>                    |



|   |                     |   |  |                                 |   |
|---|---------------------|---|--|---------------------------------|---|
| <div>1300<br/>↑</div> <div>3000<br/>↑<br/>hdg 301°</div>  |                     | <div>MSP<br/>R-298</div> <div>WOXEB<br/>△</div>                     | VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00/TCH 78). |                                 | <div>AABEZ<br/>I-MSP 10<br/>RADAR</div> |
| *LOC only   |                     | <div>EAGAN<br/>I-MSP 2.3<br/>RADAR</div>                            | <div>NARCO<br/>I-MSP 6.9<br/>RADAR</div>                           | <div>3000</div> <div>4000</div> | <div>GS 3.00°<br/>TCH 55</div>          |
| <div><div><div></div><div>0.2</div></div><div><div></div><div>0.8 NM</div></div><div><div></div><div>1.1 NM</div></div><div><div></div><div>4.6 NM</div></div><div><div></div><div>3.1 NM</div></div></div> |                     | <div>I-MSP 0.2<br/>IM</div> <div>* I-MSP 1.2</div> <div>1520*</div> | <div>301°</div> <div>3000</div> <div>3000</div> <div>301°</div>    |                                 |   |
| CATEGORY  | A                   | B   | C  | D                               | E                                       |
| S-ILS 30L   | 1023/18 200 (200-½) |   |  |                                 |   |
| S-LOC 30L   | 1220/24             | 397 (400-½)   | 1220/35 397 (400-½)  |                                 |   |
| CIRCLING  | 1360-1              | 518 (600-1)   | 1460-1¾<br>618 (700-1¾)  | 1660-2¾<br>818 (900-2¾)         | 1800-3<br>958 (1000-3)                  |

MINNEAPOLIS, MINNESOTA

Amdt 47 05JAN17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

44°53'N-93°13'W

ILS or LOC RWY 30L

NC-1, 12 JUN 2025 to 07 AUG 2025

|   |                        |   |
|---|------------------------|---|
| LOC/DME I-INN<br><b>110.7</b><br>Chan <b>44</b> | APP CRS<br><b>301°</b> | Rwy Idg<br>TDZE <b>822</b><br>Apt Elev <b>842</b> |
|---|------------------------|---|

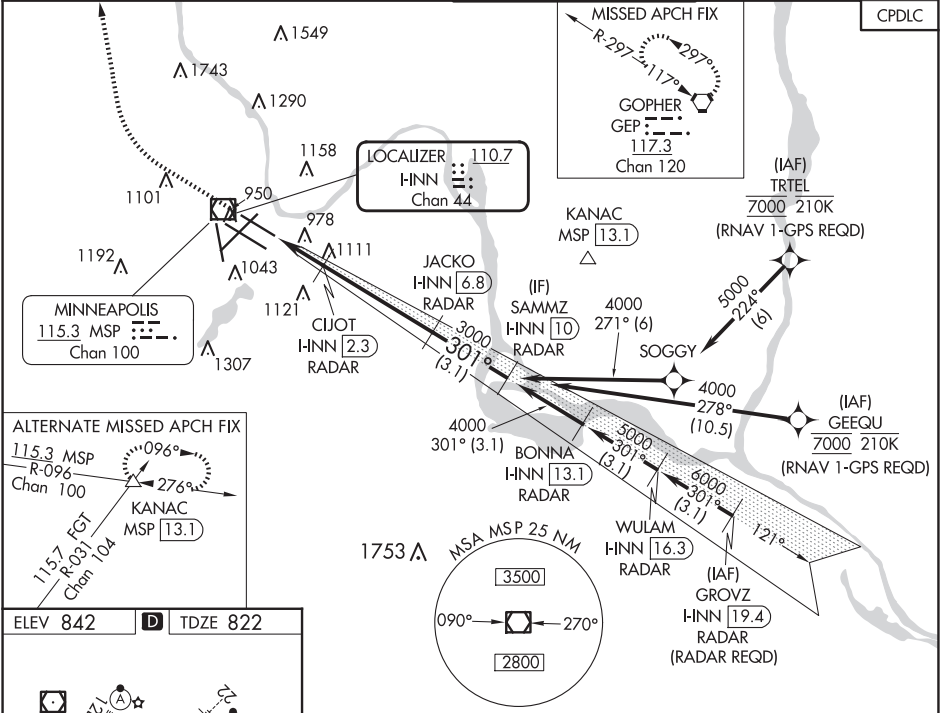
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
**ILS or LOC RWY 30R**

**Simultaneous approaches authorized with Rwy 30L and ILS V RWY 35 (CONVERGING).** For inop ALS, increase S-LOC 30R Cat D/E visibility to 1 $\frac{3}{4}$  SM. Inop table does not apply to S-ILS 30R all Cats. DME or RADAR required.

**MAISF**

**MISSED APPROACH:** Climb to 1300, then climbing right turn to 3000 direct GEP VORTAC and hold.

|   |  |   |   |                          |
|---|--|---|---|--------------------------|
| D-ATIS<br>ARR <b>135.35 239.275</b><br>DEP <b>120.8</b> | MINNEAPOLIS APP CON<br><b>118.725 335.65</b> (Rwy 35)<br><b>119.3 335.65</b> (12L-30R, 4-22, 17)<br><b>126.95 335.65</b> (12R-30L) | MINNEAPOLIS TOWER<br><b>123.675 273.55</b> (17-35)<br><b>123.95 273.55</b> (12L-30R)<br><b>126.7 273.55</b> (12R-30L, 4-22) | GND CON<br><b>N 121.8 348.6</b><br><b>S 121.9 348.6</b><br><b>W 127.925 348.6</b> | CLNC DEL<br><b>133.2</b> |
|---|--|---|---|--------------------------|



**ELEV 842** **D** **TDZE 822**

**HIRL all Rwy**  
**REIL Rwy 17**  
**TDZ/CL Rwy 12L, 12R, 30L, and 35**  
**FAF to MAP 6.7 NM**

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 6:42 | 4:28 | 3:21 | 2:41 | 2:14 |

**1300** **3000** **GEP** **VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).**

**\*LOC only**

**1520\***

**GS 3.00° TCH 55**

|                 |                                   |   |   |                     |   |
|-----------------|-----------------------------------|---|---|---------------------|---|
| CATEGORY        | A                                 | B   | C   | D                   | E |
| S-ILS 30R       | 1072/40 250 (300- $\frac{3}{4}$ ) |   |   |                     |   |
| S-LOC 30R       | 1320/40 498 (500- $\frac{3}{4}$ ) | 1320/60 498 (500-1 $\frac{1}{4}$ )              |   |                     |   |
| <b>CIRCLING</b> | 1360-1 518 (600-1)                | 1460-1 $\frac{3}{4}$ 618 (700-1 $\frac{3}{4}$ ) | 1660-2 $\frac{3}{4}$ 818 (900-2 $\frac{3}{4}$ ) | 1800-3 958 (1000-3) |   |

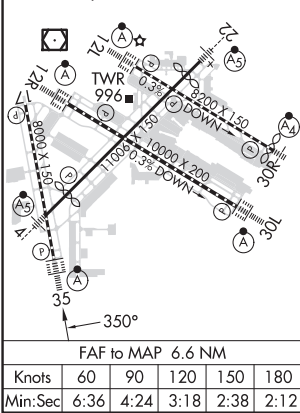
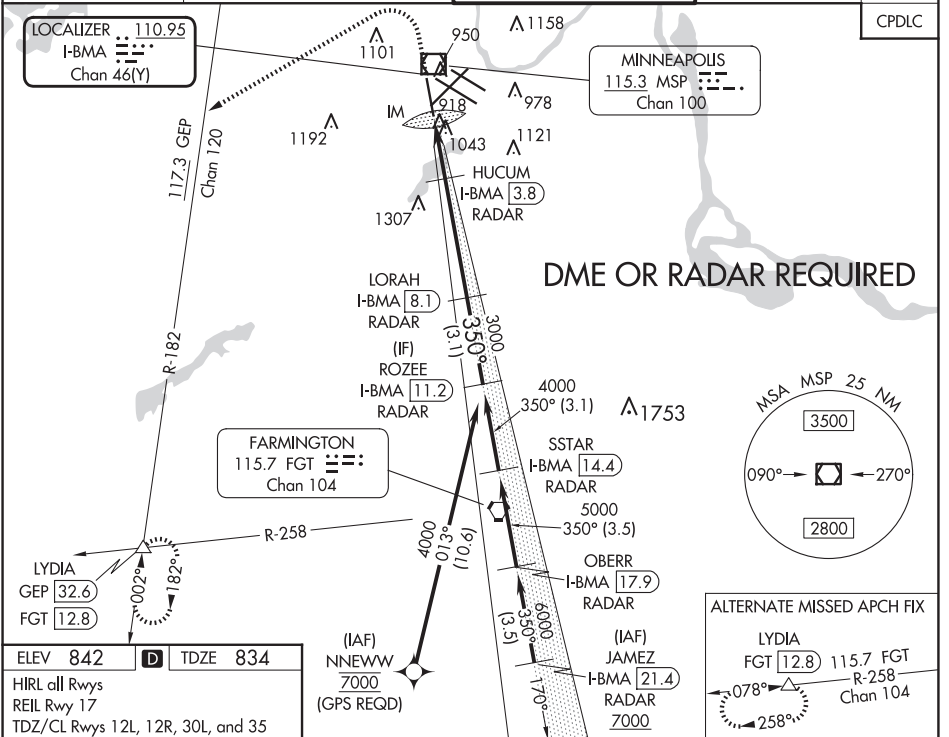
NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| LOC/DME I-BMA<br><b>110.95</b><br>Chan <b>46</b> (Y) | APP CRS<br><b>350°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8000</b><br><b>834</b><br><b>842</b> |
|--|------------------------|-----------------------------|---|

ILS Z or LOC RWY 35  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

|  |  |  |   |                          |
|--|--|--|---|--------------------------|
| <b>V</b> DME or RADAR required. For inop ALS, increase S-ILS 35 Cat E visibility to RVR 4000 and S-LOC 35 Cats C/D/E visibility to RVR 5500. | ALS F-2<br><b>A</b>  | MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEF 32.6 DME and hold. | GND CON<br><b>N 121.8 348.6</b><br><b>S 121.9 348.6</b><br><b>W 127.925 348.6</b> | CLNC DEL<br><b>133.2</b> |
| D-ATIS<br>ARR <b>135.35 239.275</b><br>DEP <b>120.8</b>  | MINNEAPOLIS APP CON<br><b>118.725 335.65</b> (Rwy 35)<br><b>119.3 335.65</b> (12L-30R, 4-22, 17)<br><b>126.95 335.65</b> (12R-30L) | MINNEAPOLIS TOWER<br><b>123.675 273.55</b> (17-35)<br><b>123.95 273.55</b> (12L-30R)<br><b>126.7 273.55</b> (12R-30L, 4-22)                |   |                          |



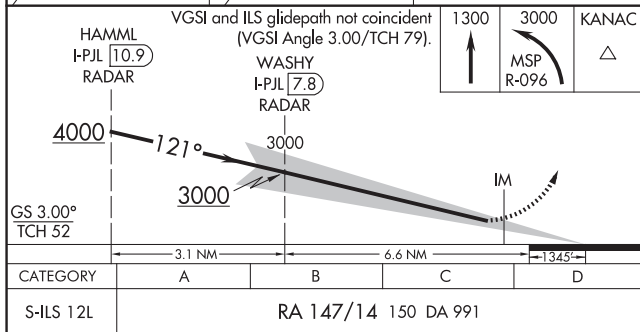
|           |                     |           |   |   |                        |
|-----------|---------------------|-----------|---|---|------------------------|
| 1600      | 3000                | GEP R-182 | LYDIA   | VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 71°). | ROZEE I-BMA 11.2 RADAR |
| *LOC only |                     |           |   |   | LORAH I-BMA 8.1 RADAR  |
|           |                     |           |   |   | HUCUM I-BMA 3.8 RADAR  |
|           |                     |           |   |   | I-BMA 1.5              |
|           |                     |           |   |   | I-BMA 2.3              |
|           |                     |           |   |   | 3000                   |
|           |                     |           |   |   | 350°                   |
|           |                     |           |   |   | 4000                   |
|           |                     |           |   |   | GS 3.00° TCH 55        |
| CATEGORY  | A                   | B         | C   | D   | E                      |
| S-ILS 35  | 1034/18 200 (200-½) |           |   |   |                        |
| S-LOC 35  | 1180/24 346 (400-½) |           | 1180/30 346 (400-¾)   |   |                        |
| CIRCLING  | 1360-1 518 (600-1)  |           | 1460-1¾ 1660-2¾ 1800-3 618 (700-1¾) 818 (900-2¾) 958 (1000-3) |   |                        |

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NC-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 12L (SA CAT I)  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

|     |                |                                  |                              |                 |          |
|-----|----------------|----------------------------------|------------------------------|-----------------|----------|
|     | D-ATIS         | MINNEAPOLIS APP CON              | MINNEAPOLIS TOWER            | GND CON         | CLNC DEL |
| ARR | 135.35 239.275 | 118.725 335.65 (Rwy 35)          | 123.675 273.55 (17-35)       | N 121.8 348.6   |          |
|     |                | 119.3 335.65 (12L-30R, 4-22, 17) | 123.95 273.55 (12L-30R)      | S 121.9 348.6   | 133.2    |
| DEP | 120.8          | 126.95 335.65 (12R-30L)          | 126.7 273.55 (12R-30L, 4-22) | W 127.925 348.6 |          |

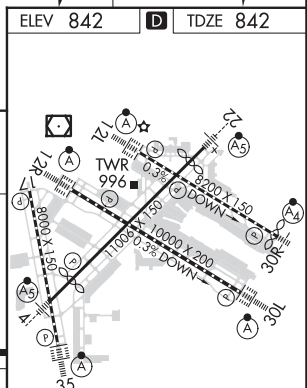


HIRL all Rwy  
REIL Rwy 17  
TDZ/CL Rwy 12L, 12R, 30L, and 35



ILS RWY 12R (SA CAT I)  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 direct FGT VORTAC and hold.

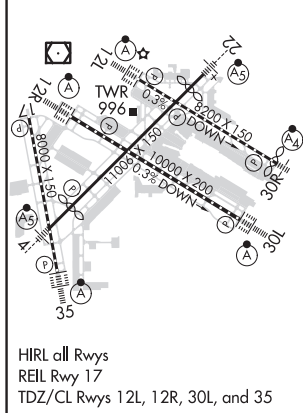
CPDLC

HIRL all Rwy's  
REIL Rwy 17  
TDZ/CL Rwy's 12L, 12R, 30L, and 35



ILS RWY 35 (SA CAT I)  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

|       |
|-------|
| CPDLC |
|-------|



|          |                      |   |   |   |
|----------|----------------------|---|---|---|
| CATEGORY | A                    | B | C | D |
| S-ILS 35 | RA 157/14 150 DA 984 |   |   |   |

SA CATEGORY I ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

NC-1, 12 JUN 2025 to 07 AUG 2025

MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

25107

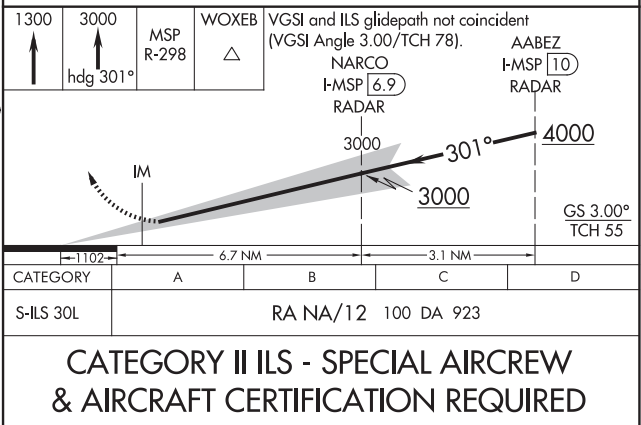
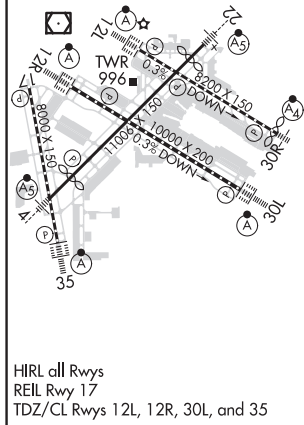
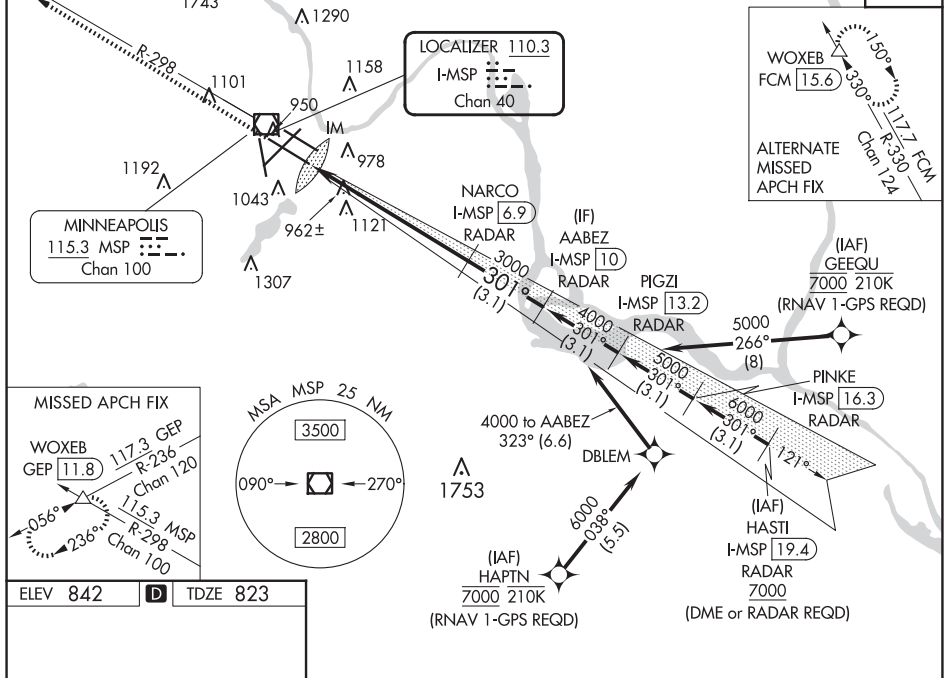
|   |                        |   |              |
|---|------------------------|---|--------------|
| LOC/DME I-MSP<br><b>110.3</b><br>Chan <b>40</b> | APP CRS<br><b>301°</b> | Rwy Idg<br>TDZE <b>823</b><br>Apt Elev <b>842</b> | <b>10000</b> |
|---|------------------------|---|--------------|

# ILS RWY 30L (CAT II)

## MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

|  |            |   |
|--|------------|---|
| <b>⚠</b> DME or RADAR required. Simultaneous approaches authorized with Rwy 30R and ILS V RWY 35 (CONVERGING). RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. | ALSF-2<br> | MISSED APPROACH: Climb to 1300 then climb to 3000 on heading 301° and MSP VOR/DME R-298 to WOXEB INT/ GEP VORTAC 11.8 DME and hold. |
|--|------------|---|

|  |   |  |  |                          |
|--|---|--|--|--------------------------|
| D-ATIS<br>ARR <b>135.35</b> <b>239.275</b><br>DEP <b>120.8</b> | MINNEAPOLIS APP CON<br><b>118.725</b> <b>335.65</b> (Rwy 35)<br><b>119.3</b> <b>335.65</b> (12L-30R, 4-22, 17)<br><b>126.95</b> <b>335.65</b> (12R-30L) | MINNEAPOLIS TOWER<br><b>123.675</b> <b>273.55</b> (17-35)<br><b>123.95</b> <b>273.55</b> (12L-30R)<br><b>126.7</b> <b>273.55</b> (12R-30L, 4-22) | GND CON<br><b>N 121.8</b> <b>348.6</b><br><b>S 121.9</b> <b>348.6</b><br><b>W 127.925</b> <b>348.6</b> | CLNC DEL<br><b>133.2</b> |
|--|---|--|--|--------------------------|



|               |             |          |      |
|---------------|-------------|----------|------|
| LOC/DME I-PJL | APP CRS     | Rwy Idg  | 7620 |
| <b>110.7</b>  | <b>121°</b> | TDZE     | 841  |
| Chan 44       |             | Apt Elev | 842  |

ILS RWY 12L (CAT II & III)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

Simultaneous approach authorized with Rwy 12R.  
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.  
DME or RADAR required.

ALSIF-2

MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 on MSP VOR/DME R-096 to KANAC INT/MSP 13.1 DME and hold.

|                           |   |                                     |                        |              |
|---------------------------|---|-------------------------------------|------------------------|--------------|
| D-ATIS                    | MINNEAPOLIS APP CON                     | MINNEAPOLIS TOWER                   | GND CON                | CLNC DEL     |
| ARR <b>135.35 239.275</b> | <b>118.725 335.65</b> (Rwy 35)          | <b>123.675 273.55</b> (17-35)       | <b>N 121.8 348.6</b>   | <b>133.2</b> |
| DEP <b>120.8</b>          | <b>119.3 335.65</b> (12L-30R, 4-22, 17) | <b>123.95 273.55</b> (12L-30R)      | <b>S 121.9 348.6</b>   |              |
|                           | <b>126.95 335.65</b> (12R-30L)          | <b>126.7 273.55</b> (12R-30L, 4-22) | <b>W 127.925 348.6</b> |              |

The main diagram illustrates the ILS for Runway 12L. It shows the glide path starting from the IM station at 938 feet, climbing to 3000 feet, and then turning left to follow the R-096 radial to the KANAC intersection at 13.1 DME. Key altitudes and distances are marked along the path. Station identifiers include SHUUT, UBTYA, ALGIN, HAMML, WASHY, and IM. A circular inset shows the MSA MSP 2.5 NM with altitudes of 3500 and 2800 feet. A rectangular inset shows the LOCALIZER 110.7 I-PJL Chan 44.

This diagram shows the VGSI and ILS glidepaths not coincident. The VGSI angle is 3.00/TCH 79. The ILS glidepath is 3.00° TCH 52. The diagram shows the 4000 and 3000 foot altitudes and the 121° and 3000 foot altitudes. The distance between the VGSI and ILS glidepaths is 3.1 NM. The distance between the VGSI and ILS glidepaths is 6.6 NM. The distance between the VGSI and ILS glidepaths is 1.345 NM.

|           |                            |   |   |   |
|-----------|----------------------------|---|---|---|
| CATEGORY  | A                          | B | C | D |
| S-ILS 12L | CAT II RA 91/12 100 DA 941 |   |   |   |
| S-ILS 12L | CAT III RVR 07             |   |   |   |

CATEGORY II & III ILS - SPECIAL AIRCREW

& AIRCRAFT CERTIFICATION REQUIRED

This diagram shows the HIRL and REIL lights. The HIRL lights are shown as a series of lights along the runway. The REIL lights are shown as a series of lights along the runway. The diagram also shows the TWR 996 and the 35 foot altitude. The diagram shows the 12L, 12R, 30L, and 30R runways. The diagram shows the 12L, 12R, 30L, and 30R runways. The diagram shows the 12L, 12R, 30L, and 30R runways.

MINNEAPOLIS, MINNESOTA  
Amdt 11 05JAN17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
44°53'N-93°13'W  
ILS RWY 12L (CAT II & III)  
363

MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

25107

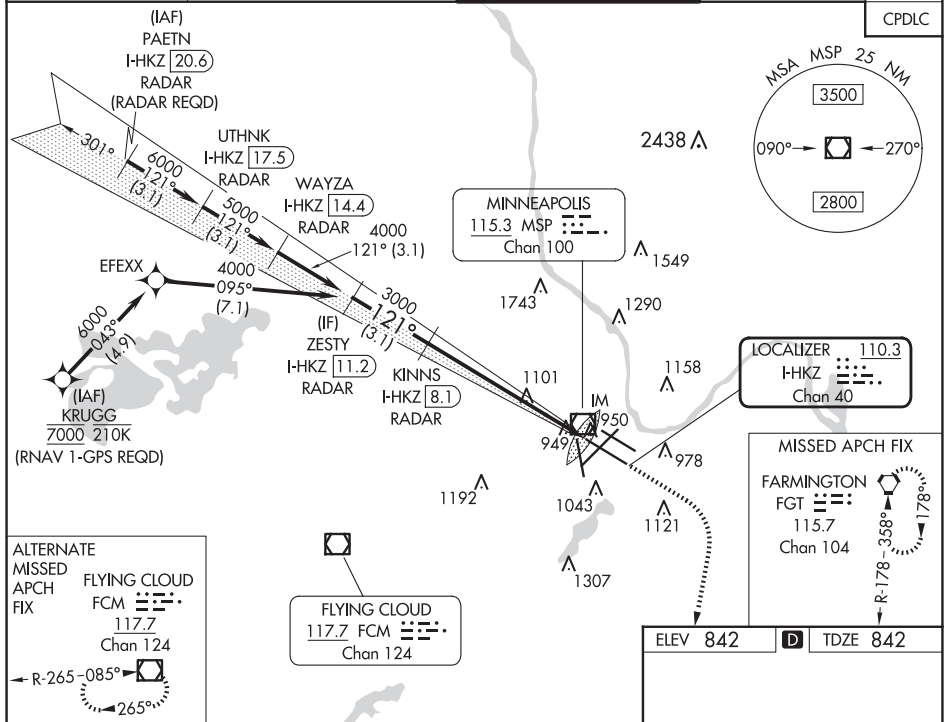
|   |                        |   |
|---|------------------------|---|
| LOC/DME I-HKZ<br><b>110.3</b><br>Chan <b>40</b> | APP CRS<br><b>121°</b> | Rwy Idg<br>TDZE <b>842</b><br>Apt Elev <b>842</b> |
|---|------------------------|---|


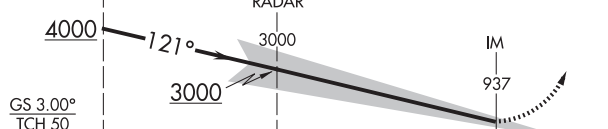
# ILS RWY 12R (CAT II & III)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

|   |  |
|---|--|
| <p><b>V</b> DME or RADAR required. Simultaneous approach authorized with Rwy 12L.</p> <p><b>A</b> CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.</p> | <p>ALSIF-2</p> <p><b>MISSED APPROACH:</b> Climb to 1300 then climbing right turn to 3000 direct FGT VORTAC and hold.</p> |
|---|--|

|   |  |   |   |                          |
|---|--|---|---|--------------------------|
| D-ATIS<br>ARR <b>135.35 239.275</b><br>DEP <b>120.8</b> | MINNEAPOLIS APP CON<br><b>118.725 335.65</b> (Rwy 35)<br><b>119.3 335.65</b> (12L-30R, 4-22, 17)<br><b>126.95 335.65</b> (12R-30L) | MINNEAPOLIS TOWER<br><b>123.675 273.55</b> (17-35)<br><b>123.95 273.55</b> (12L-30R)<br><b>126.7 273.55</b> (12R-30L, 4-22) | GND CON<br><b>N 121.8 348.6</b><br><b>S 121.9 348.6</b><br><b>W 127.925 348.6</b> | CLNC DEL<br><b>133.2</b> |
|---|--|---|---|--------------------------|



|  |                             |                             |   |  |           |  |           |  |  |  |
|--|-----------------------------|-----------------------------|---|--|-----------|--|-----------|--|--|--|
| VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).                    |                             |                             |   |  | 1300<br>↑ |  | 3000<br>↗ |  | FGT<br> |  |
| ZESTY<br>I-HKZ 11.2<br>RADAR   |                             | KINNS<br>I-HKZ 8.1<br>RADAR |   |  |           |  |           |  |  |  |
|  |                             |                             |   |  |           |  |           |  |  |  |
| GS 3.00°<br>TCH 50   |                             |                             |   |  |           |  |           |  |  |  |
| 3.1 NM   |                             |                             |   |  | 6.6 NM    |  |           |  |  |  |
| 1031   |                             |                             |   |  |           |  |           |  |  |  |
| CATEGORY   | A                           |                             | B |  | C         |  | D         |  |  |  |
| S-ILS 12R  | CAT II RA 102/12 100 DA 942 |                             |   |  |           |  |           |  |  |  |
| S-ILS 12R  | CAT III RVR 06              |                             |   |  |           |  |           |  |  |  |
| CATEGORY II & III ILS - SPECIAL AIRCREW<br>& AIRCRAFT CERTIFICATION REQUIRED       |                             |                             |   |  |           |  |           |  |  |  |
| HIRL all Rwys<br>REIL Rwy 17<br>TDZ/CL Rwys 12L, 12R, 30L, and 35                  |                             |                             |   |  |           |  |           |  |  |  |

MINNEAPOLIS, MINNESOTA

Amdt 12 05JAN17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

44°53'N-93°13'W

# ILS RWY 12R (CAT II & III)

**ILS RWY 35 (CAT II & III)**  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

|  |        |       |
|--|--------|-------|
|  | A 1158 | CPDLC |
|--|--------|-------|



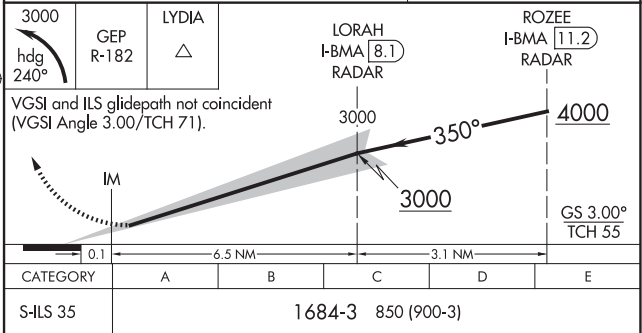
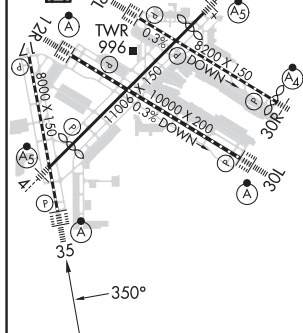
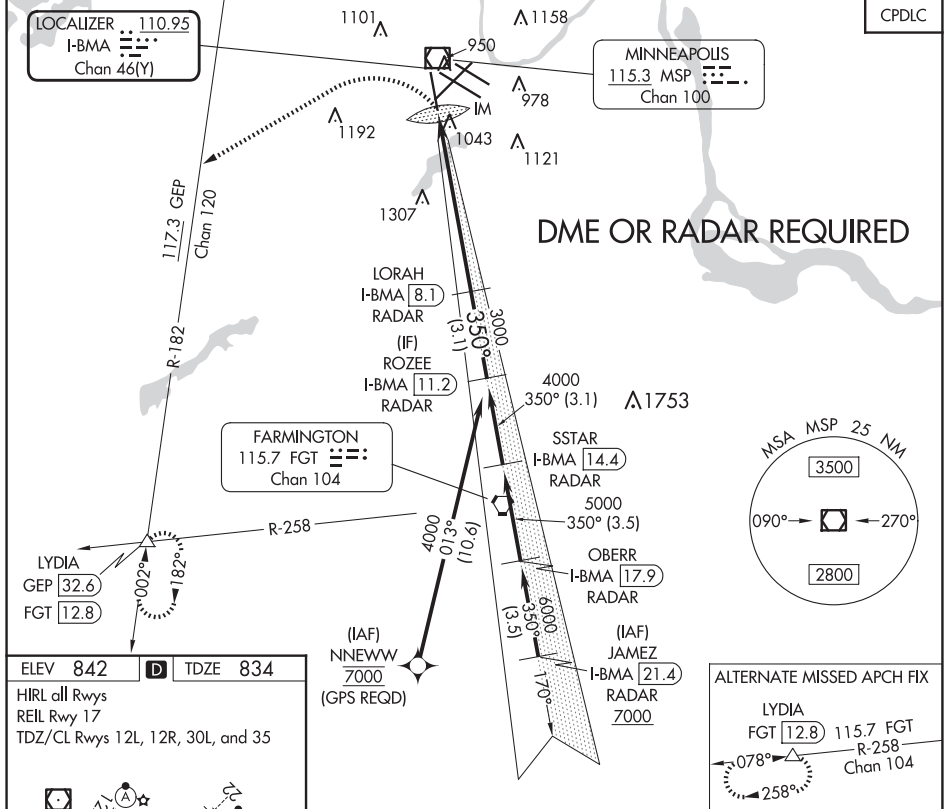
NC-1, 12 JUN 2025 to 07 AUG 2025

**ILS V RWY 35 (CONVERGING)**  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

Inop table does not apply.  
No autoland on ILS V RWY 35 (CONVERGING).  
Simultaneous approach authorized.




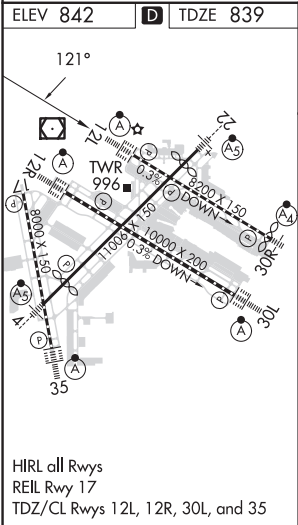
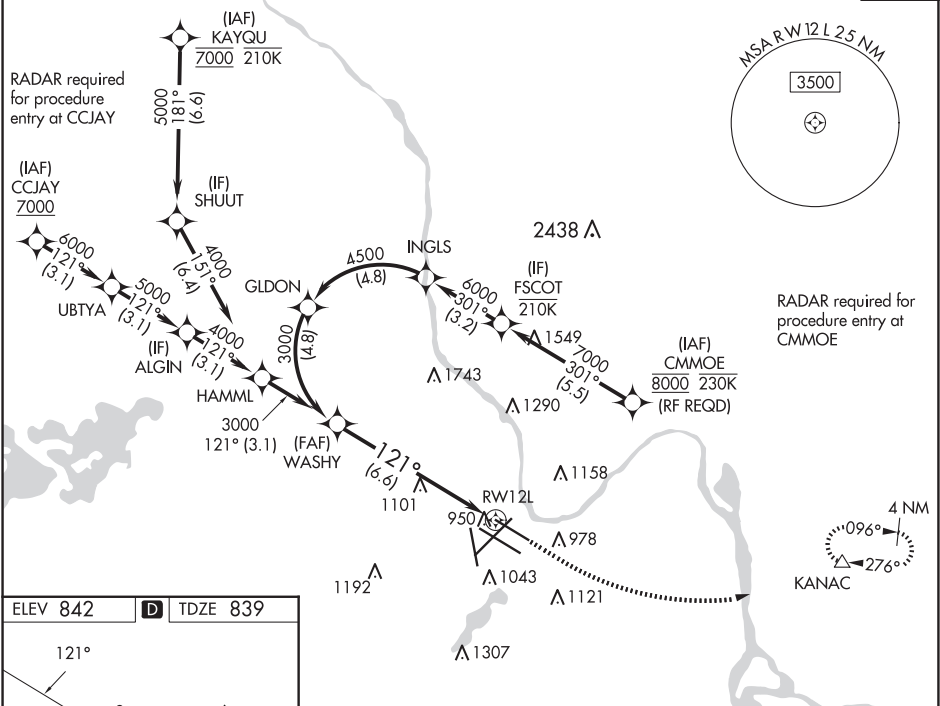
**MISSED APPROACH:** Climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME and hold.

CPDLC

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 7620 |
| 121°    | TDZE     | 839  |
|         | Apt Elev | 842  |

RNAV (RNP) Y RWY 12L  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

|   |   |  |   |   |          |
|---|---|--|---|---|----------|
|  | For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). GPS required. |  | ALSF-2  | MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct KANAC and hold. |          |
|   | D-ATIS  | MINNEAPOLIS APP CON  | MINNEAPOLIS TOWER   | GND CON   | CLNC DEL |
|   | ARR 135.35 239.275<br>DEP 120.8   | 118.725 335.65 (Rwy 35)<br>119.3 335.65 (12L-30R, 4-22, 17)<br>126.95 335.65 (12R-30L) | 123.675 273.55 (17-35)<br>123.95 273.55 (12L-30R)<br>126.7 273.55 (12R-30L, 4-22) | N 121.8 348.6<br>S 121.9 348.6<br>W 127.925 348.6                                     | 133.2    |



|   |                     |   |   |   |
|---|---------------------|---|---|---|
| <p>WASHY See planview for multiple IF locations.</p> <p>3000</p> <p>3000</p> <p>GP 3.00°<br/>TCH 52</p> |                     | <p>1300</p> <p>3000</p> <p>KANAC</p> <p>VGSi and RNAV glidepath not coincident<br/>(VGSi Angle 3.00/TCH 79).</p> <p>RW12L</p> <p>6.6 NM</p> |   |   |
| CATEGORY  | A                   | B   | C | D |
| RNP 0.15 DA   | 1150/24 311 (400-½) |   |   |   |
| RNP 0.30 DA   | 1241/45 402 (400-⅔) |   |   |   |
| AUTHORIZATION REQUIRED  |                     |   |   |   |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

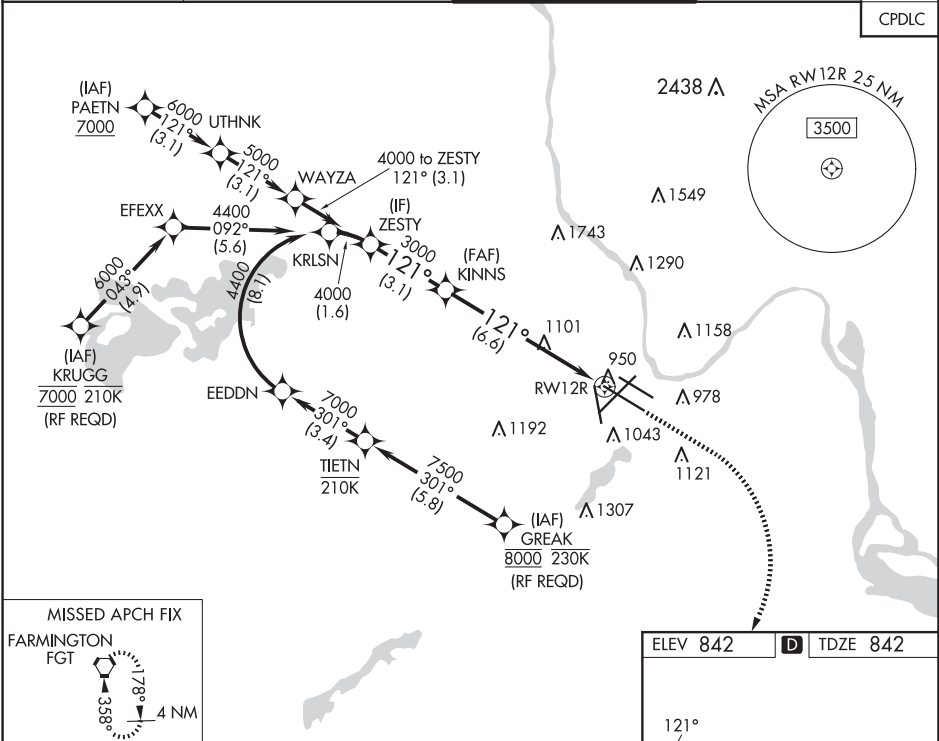
25107

|         |          |       |
|---------|----------|-------|
| APP CRS | Rwy Idg  | 10000 |
| 121°    | TDZE     | 842   |
|         | Apt Elev | 842   |

RNAV (RNP) Y RWY 12R  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

|   |        |   |
|---|--------|---|
| ▼ For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 12L.<br>GPS required. For inop ALS, increase RNP 0.15 all Cat's visibility to RVR 6000. | ALSF-2 | MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct FGT VORTAC and hold. |
|---|--------|---|

|                    |                                  |                              |                 |          |
|--------------------|----------------------------------|------------------------------|-----------------|----------|
| D-ATIS             | MINNEAPOLIS APP CON              | MINNEAPOLIS TOWER            | GND CON         | CLNC DEL |
| ARR 135.35 239.275 | 118.725 335.65 (Rwy 35)          | 123.675 273.55 (17-35)       | N 121.8 348.6   | 133.2    |
| DEP 120.8          | 119.3 335.65 (12L-30R, 4-22, 17) | 123.95 273.55 (12L-30R)      | S 121.9 348.6   |          |
|                    | 126.95 335.65 (12R-30L)          | 126.7 273.55 (12R-30L, 4-22) | W 127.925 348.6 |          |



|                        |         |   |             |       |      |     |
|------------------------|---------|---|-------------|-------|------|-----|
| ZESTY                  |         | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 66). |             | 1300  | 3000 | FGT |
| 4000                   |         | 121°  |             | ↑     | ↷    | ⬡   |
| GP 3.00°<br>TCH 50     |         | 3000  |             | RW12R |      |     |
| 3.1 NM                 |         | 6.6 NM  |             |       |      |     |
| CATEGORY               | A       | B   | C           | D     |      |     |
| RNP 0.15 DA            | 1191/40 |   | 349 (400-¾) |       |      |     |
| RNP 0.30 DA            | 1251/45 |   | 409 (500-⅞) |       |      |     |
| AUTHORIZATION REQUIRED |         |   |             |       |      |     |

Diagram illustrating the layout of RWY 12R and RWY 30L, showing dimensions and labels:

- 12R
- 30L
- 8000 X 150
- 10000 X 200
- 1200 X 150
- 3200 X 150
- 0.3° DOWN
- 0.3° DOWN
- 35
- 12L
- 30R
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MINNEAPOLIS, MINNESOTA  
Amdt 1 05JAN17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
44°53'N-93°13'W  
RNAV (RNP) Y RWY 12R

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



|         |          |       |
|---------|----------|-------|
| APP CRS | Rwy Idg  | 10000 |
| 301°    | TDZE     | 823   |
|         | Apt Elev | 842   |

RNAV (RNP) Y RWY 30L

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

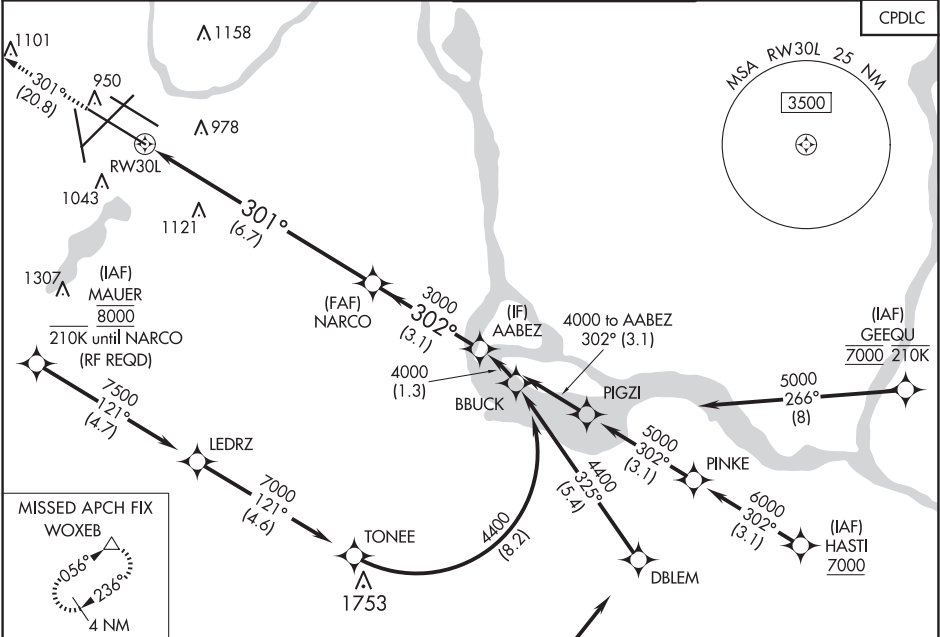
▼

For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). GPS required. Simultaneous approaches authorized with Rwy 30R and ILS V RWY 35 (CONVERGING).

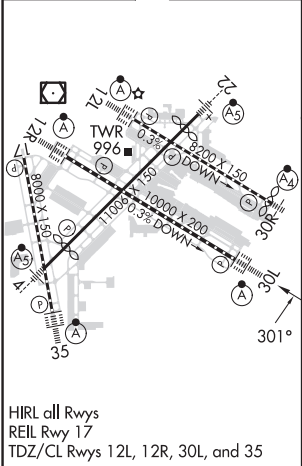
ALSF-2

MISSED APPROACH: Climb to 3000 on track 301° to WOXEB and hold.

|                    |                                  |                              |                 |          |
|--------------------|----------------------------------|------------------------------|-----------------|----------|
| D-ATIS             | MINNEAPOLIS APP CON              | MINNEAPOLIS TOWER            | GND CON         | CLNC DEL |
| ARR 135.35 239.275 | 118.725 335.65 (Rwy 35)          | 123.675 273.55 (17-35)       | N 121.8 348.6   | 133.2    |
| DEP 120.8          | 119.3 335.65 (12L-30R, 4-22, 17) | 123.95 273.55 (12L-30R)      | S 121.9 348.6   |          |
|                    | 126.95 335.65 (12R-30L)          | 126.7 273.55 (12R-30L, 4-22) | W 127.925 348.6 |          |



|          |   |          |
|----------|---|----------|
| ELEV 842 | D | TDZE 823 |
|----------|---|----------|



3000

WOXEB

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 78°).

NARCO

AABEZ

3000

4000

301°

302°

6.7 NM

3.1 NM

GP 3.00°

TCH 55

|             |                     |   |   |   |
|-------------|---------------------|---|---|---|
| CATEGORY    | A                   | B | C | D |
| RNP 0.30 DA | 1150/30 327 (400-%) |   |   |   |

AUTHORIZATION REQUIRED

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

25107

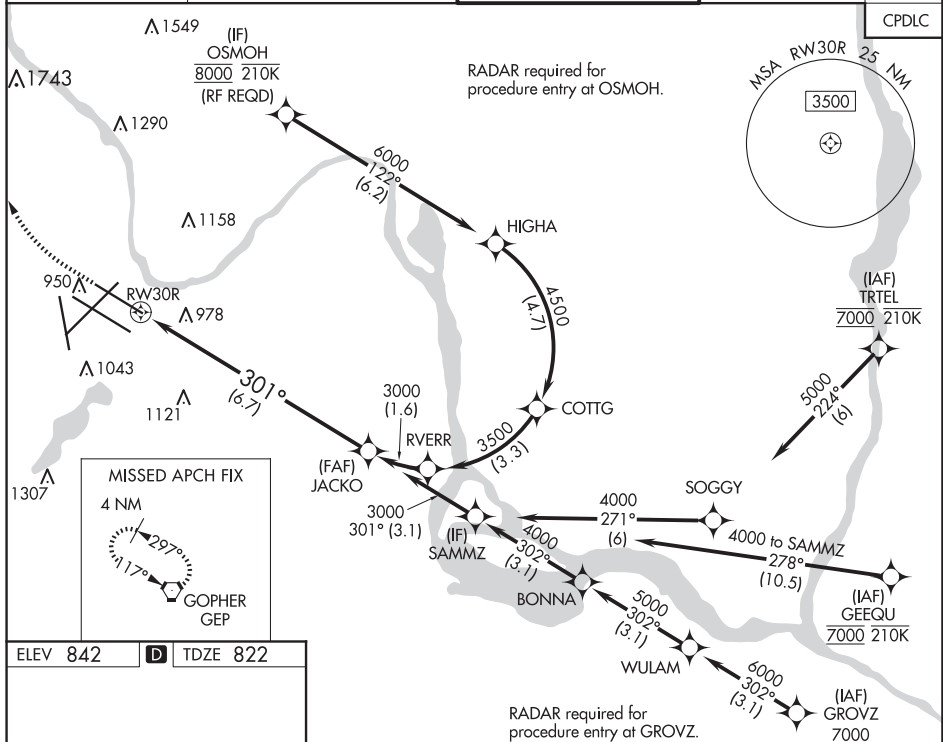
|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>8000</b> |
| <b>301°</b> | TDZE     | <b>822</b>  |
|             | Apt Elev | <b>842</b>  |

# RNAV (RNP) Y RWY 30R

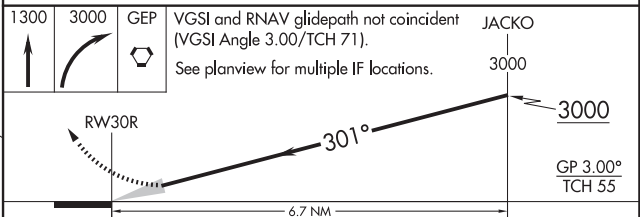
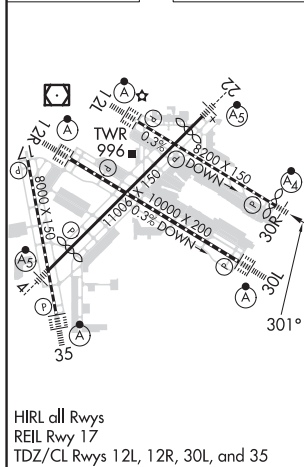
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

|   |           |   |
|---|-----------|---|
| <b>▼</b> For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 30L and ILS V RWY 35 (CONVERGING). GPS required. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4500 and RNP 0.30 Cat D visibility to 1½ SM. | MALSF<br> | MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct GEP VORTAC and hold. |
|---|-----------|---|

|   |  |   |   |                          |
|---|--|---|---|--------------------------|
| D-ATIS<br>ARR <b>135.35 239.275</b><br>DEP <b>120.8</b> | MINNEAPOLIS APP CON<br><b>118.725 335.65</b> (Rwy 35)<br><b>119.3 335.65</b> (12L-30R, 4-22, 17)<br><b>126.95 335.65</b> (12R-30L) | MINNEAPOLIS TOWER<br><b>123.675 273.55</b> (17-35)<br><b>123.95 273.55</b> (12L-30R)<br><b>126.7 273.55</b> (12R-30L, 4-22) | GND CON<br><b>N 121.8 348.6</b><br><b>S 121.9 348.6</b><br><b>W 127.925 348.6</b> | CLNC DEL<br><b>133.2</b> |
|---|--|---|---|--------------------------|



|                 |          |                 |
|-----------------|----------|-----------------|
| ELEV <b>842</b> | <b>D</b> | TDZE <b>822</b> |
|-----------------|----------|-----------------|



| CATEGORY    | A       | B            | C | D |
|-------------|---------|--------------|---|---|
| RNP 0.15 DA | 1097/40 | 275 (300-¾)  |   |   |
| RNP 0.30 DA | 1298-1½ | 476 (500-1½) |   |   |

## AUTHORIZATION REQUIRED

MINNEAPOLIS, MINNESOTA  
Amdt 1A 02MAR17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
44°53'N-93°13'W  
**RNAV (RNP) Y RWY 30R**

NC-1, 12 JUN 2025 to 07 AUG 2025

APP CRS  
350°

Rwy Idg  
TDZE  
Apt Elev

8000  
834  
842

RNAV (RNP) Y RWY 35

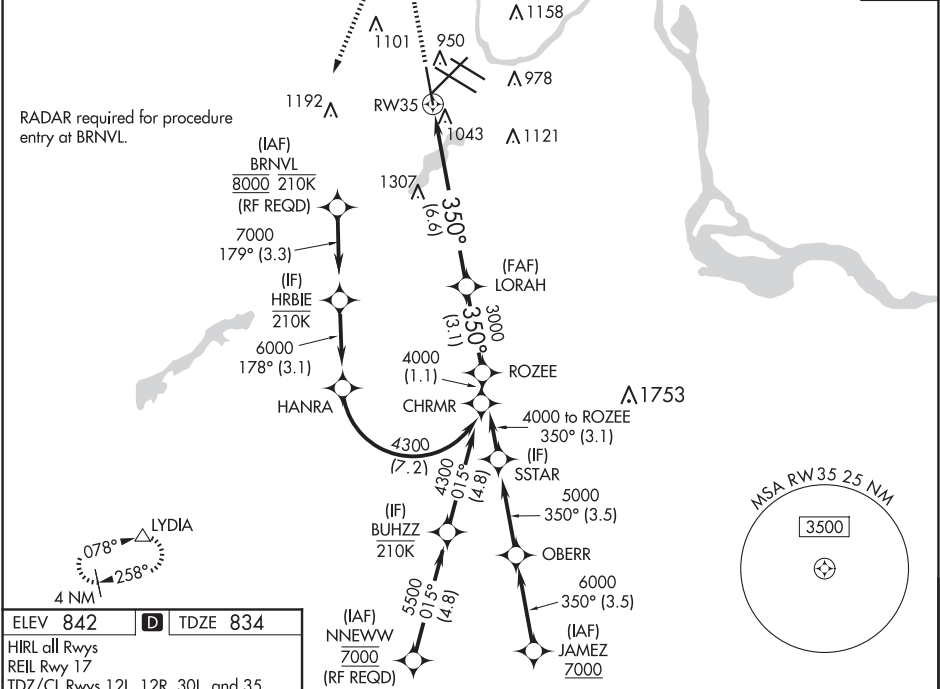
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

▼ For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). For inop ALSF, increase RNP 0.30 all Cats visibility to 1½ miles. GPS required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct LYDIA and hold.

|                    |                                  |                              |                 |          |
|--------------------|----------------------------------|------------------------------|-----------------|----------|
| D-ATIS             | MINNEAPOLIS APP CON              | MINNEAPOLIS TOWER            | GND CON         | CINC DEL |
| ARR 135.35 239.275 | 118.725 335.65 (Rwy 35)          | 123.675 273.55 (17-35)       | N 121.8 348.6   | 133.2    |
| DEP 120.8          | 119.3 335.65 (12L-30R, 4-22, 17) | 123.95 273.55 (12L-30R)      | S 121.9 348.6   |          |
|                    | 126.95 335.65 (12R-30L)          | 126.7 273.55 (12R-30L, 4-22) | W 127.925 348.6 | CPDLC    |



ELEV 842 TDZE 834

HIRL all Rwys

REIL Rwy 17

TDZ/CL Rwys 12L, 12R, 30L, and 35

1300 3000 LYDIA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 71°).

See planview for multiple IF locations.

GP 3.00° TCH 55

| CATEGORY    | A       | B            | C | D |
|-------------|---------|--------------|---|---|
| RNP 0.11 DA | 1213/40 | 379 (400-¾)  |   |   |
| RNP 0.16 DA | 1291/60 | 457 (500-1¼) |   |   |
| RNP 0.30 DA | 1345-1¼ | 511 (600-1¼) |   |   |

AUTHORIZATION REQUIRED

MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

25107

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>72931</b><br><b>W04A</b> | APP CRS<br><b>045°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9456</b><br><b>832</b><br><b>842</b> |
|--|------------------------|-----------------------------|---|

# **RNAV (GPS) RWY 4** **MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)**

RNP APCH.

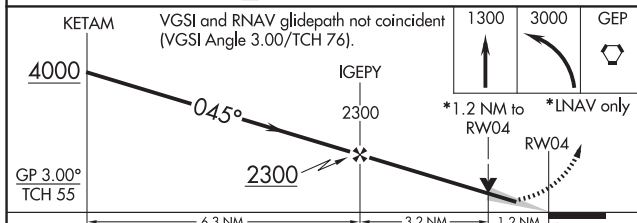
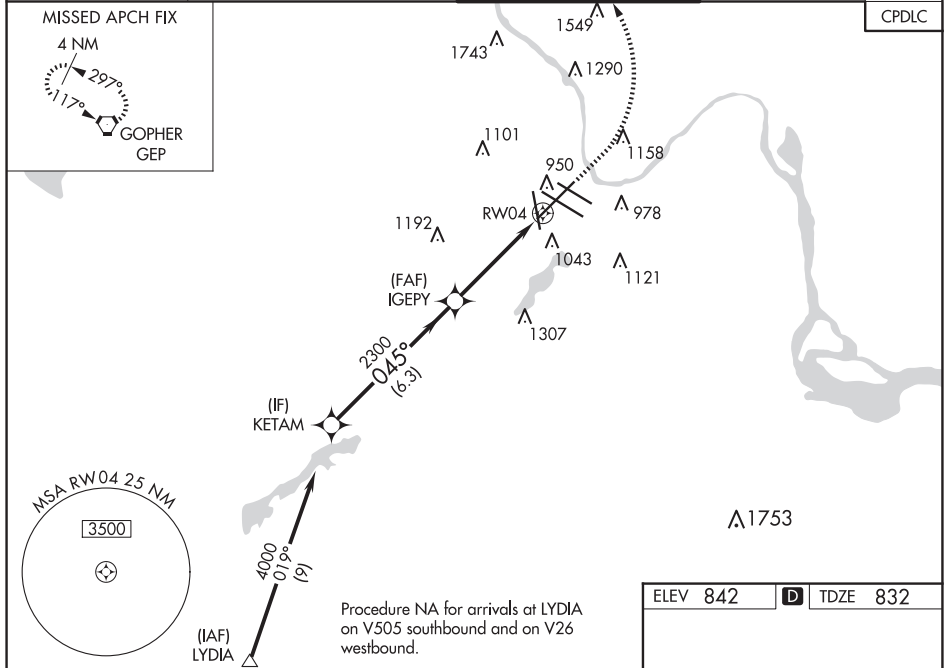
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1 3/8 SM, LNAV Cat C/D/E visibility to 1 3/8 SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

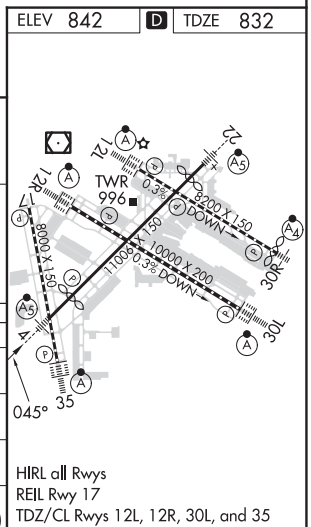


**MISSED APPROACH:** Climb to 1300 then climbing left turn to 3000 direct GEP VORTAC and hold.

| D-ATIS  | MINNEAPOLIS APP CON   | MINNEAPOLIS TOWER  | GND CON  | CLNC DEL     |
|---|---|--|--|--------------|
| ARR <b>135.35 239.275</b><br>DEP <b>120.8</b> | <b>118.725 335.65</b> (Rwy 35)<br><b>119.3 335.65</b> (12L-30R, 4-22, 17)<br><b>126.95 335.65</b> (12R-30L) | <b>123.675 273.55</b> (17-35)<br><b>123.95 273.55</b> (12L-30R)<br><b>126.7 273.55</b> (12R-30L, 4-22) | <b>N 121.8 348.6</b><br><b>S 121.9 348.6</b><br><b>W 127.925 348.6</b> | <b>133.2</b> |



| CATEGORY          | A                     | B | C                          | D                          | E                   |
|-------------------|-----------------------|---|----------------------------|----------------------------|---------------------|
| LPV DA#           |                       |   | 1032/24 200 (200-1/2)      |                            |                     |
| LNAV/VNAV DA      |                       |   | 1281/45 449 (500-7/8)      |                            |                     |
| LNAV MDA          | 1300/24 468 (500-1/2) |   | 1300/50 468 (500-1)        |                            |                     |
| <b>C</b> CIRCLING | 1360-1 518 (600-1)    |   | 1460-1 3/4 618 (700-1 3/4) | 1660-2 3/4 818 (900-2 3/4) | 1800-3 958 (1000-3) |



MINNEAPOLIS, MINNESOTA

Amdt 3 28FEB19

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

44°53'N-93°13'W

**RNAV (GPS) RWY 4**



MINNEAPOLIS, MINNESOTA

AL-264 (FAA)


25107

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>45525</b><br><b>W12B</b> | APP CRS<br><b>121°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7620</b><br><b>841</b><br><b>842</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) Z RWY 12L

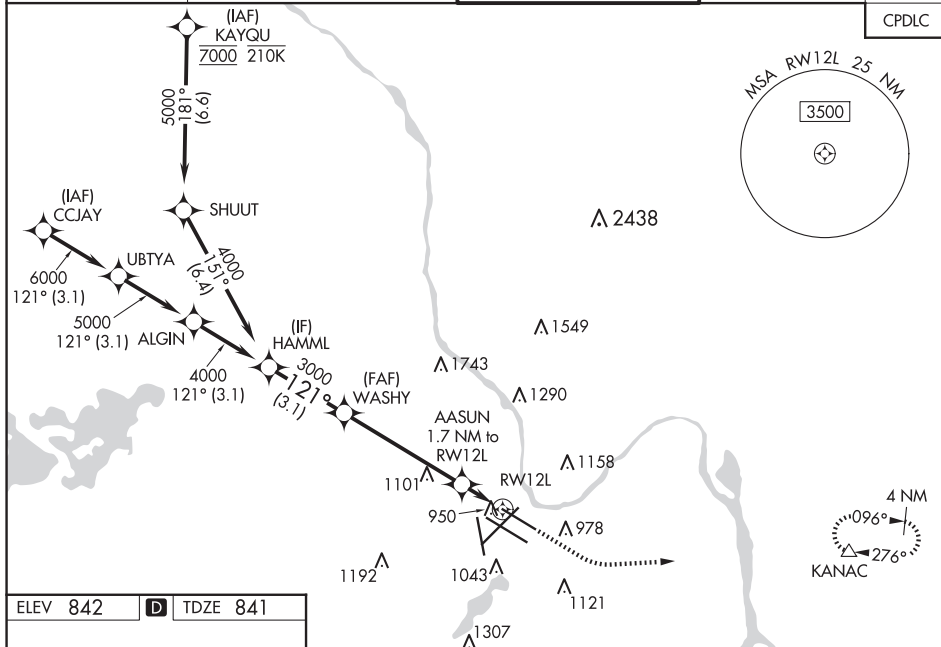
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 12R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1 1/2 SM, LNAV Cats C/D/E visibility to RVR 6000.

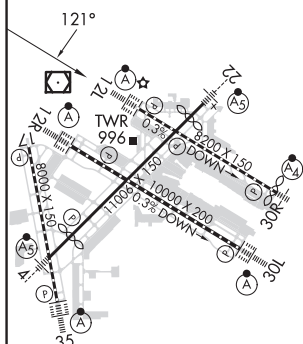
ALS-2 

MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 direct KANAC and hold.


| D-ATIS  | MINNEAPOLIS APP CON   | MINNEAPOLIS TOWER  | GND CON  | CLNC DEL     |
|---|---|--|--|--------------|
| ARR <b>135.35 239.275</b><br>DEP <b>120.8</b> | <b>118.725 335.65</b> (Rwy 35)<br><b>119.3 335.65</b> (12L-30R, 4-22, 17)<br><b>126.95 335.65</b> (12R-30L) | <b>123.675 273.55</b> (17-35)<br><b>123.95 273.55</b> (12L-30R)<br><b>126.7 273.55</b> (12R-30L, 4-22) | <b>N 121.8 348.6</b><br><b>S 121.9 348.6</b><br><b>W 127.925 348.6</b> | <b>133.2</b> |



|          |          |          |
|----------|----------|----------|
| ELEV 842 | <b>D</b> | TDZE 841 |
|----------|----------|----------|



HIRL all Rwys  
REIL Rwy 17  
TDZ/CL Rwys 12L, 12R, 30L, and 35

|  |                     |             |                         |                         |                        |
|--|---------------------|-------------|-------------------------|-------------------------|------------------------|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).   |                     |             |                         |                         |                        |
| <div><div><div>HAMML</div><div>4000</div><div>121°</div><div>3000</div></div><div><div>WASHY</div><div>3000</div></div><div><div>AASUN</div><div>1.7 NM to RW12L</div><div>*1.1 NM to RW12L</div><div>*1420</div></div><div><div>RW12L</div></div></div> <div><div>1300</div><div>3000</div><div>KANAC</div><div>△</div></div> <div>*UNAV only</div> |                     |             |                         |                         |                        |
| GP 3.00°<br>TCH 52   |                     |             |                         |                         |                        |
|  | 3.1 NM              | 4.9 NM      | 0.6 NM                  | 1.1 NM                  |                        |
| CATEGORY   | A                   | B           | C                       | D                       | E                      |
| LPV DA   | 1041/18 200 (200-½) |             |                         |                         |                        |
| LNAV/VNAV DA   | 1211/40 370 (400-¾) |             |                         |                         |                        |
| LNAV MDA   | 1260/24             | 419 (500-½) | 1260/40 419 (500-¾)     |                         |                        |
|  CIRCLING   | 1360-1              | 518 (600-1) | 1460-1¾<br>618 (700-1¾) | 1660-2¾<br>818 (900-2¾) | 1800-3<br>958 (1000-3) |

MINNEAPOLIS, MINNESOTA

Amdt 5A 17AUG17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

44°53'N-93°13'W

# RNAV (GPS) Z RWY 12L

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>50125</b><br><b>W12A</b> | APP CRS<br><b>121°</b> | Rwy Idg <b>10000</b><br>TDZE <b>842</b><br>Apt Elev <b>842</b> |
|--|------------------------|--|

RNAV (GPS) Z RWY 12R

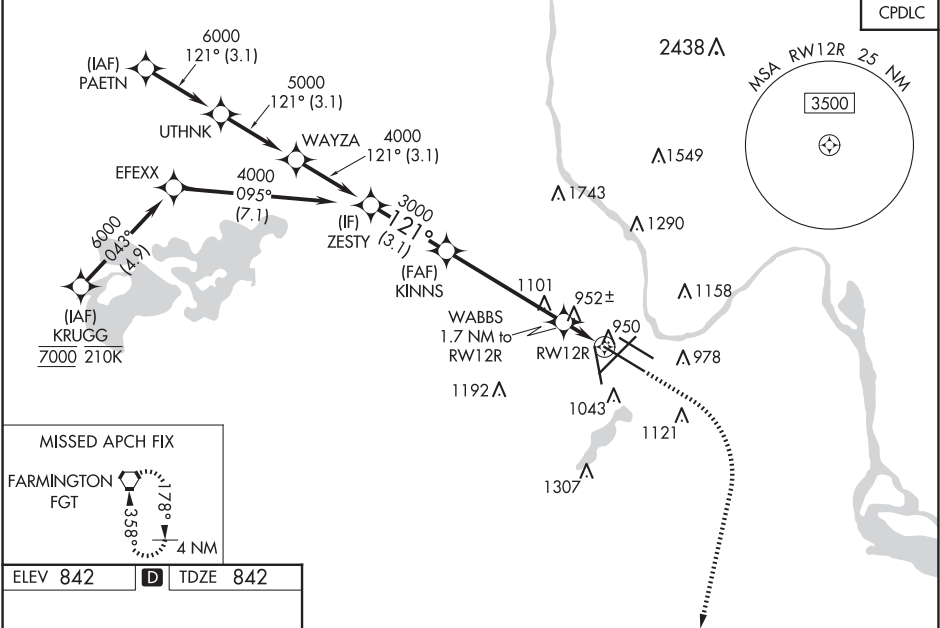
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 12L. DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to 1½ SM, and increase LNAV Cat C/D/E visibility to RVR 5500. LNAV procedure NA during simultaneous operations.

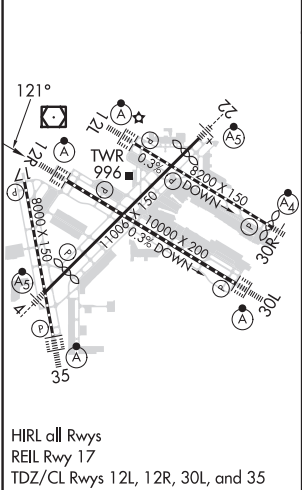
ALS-2

MISSED APPROACH:  
Climb to 1300 then  
climbing right turn to  
3000 direct FGT  
VORTAC and hold.

|   |  |   |   |                          |
|---|--|---|---|--------------------------|
| D-ATIS<br>ARR <b>135.35 239.275</b><br>DEP <b>120.8</b> | MINNEAPOLIS APP CON<br><b>118.725 335.65</b> (Rwy 35)<br><b>119.3 335.65</b> (12L-30R, 4-22, 17)<br><b>126.95 335.65</b> (12R-30L) | MINNEAPOLIS TOWER<br><b>123.675 273.55</b> (17-35)<br><b>123.95 273.55</b> (12L-30R)<br><b>126.7 273.55</b> (12R-30L, 4-22) | GND CON<br><b>N 121.8 348.6</b><br><b>S 121.9 348.6</b><br><b>W 127.925 348.6</b> | CLNC DEL<br><b>133.2</b> |
|---|--|---|---|--------------------------|



|          |          |          |
|----------|----------|----------|
| ELEV 842 | <b>D</b> | TDZE 842 |
|----------|----------|----------|



|  |         |                   |                  |              |
|--|---------|-------------------|------------------|--------------|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 66°). |         |                   |                  |              |
| ZESTY  | KINNS   | WABBS             | 1300             | 3000         |
| 4000   | 3000    | 1.7 NM to RWY 12R | 1300             | 3000         |
| GP 3.00°   | 3000    | *1420             | *1 NM to RWY 12R | 1300         |
| TCH 50   | 3000    | 3000              | 1300             | 3000         |
| 3.1 NM   | 4.9 NM  | 0.7 NM            | 1 NM             | 1 NM         |
| CATEGORY   | A       | B                 | C                | D            |
| LPV DA   | 1042/18 | 200 (200-½)       |                  |              |
| LNAV/VNAV DA   | 1211/40 | 369 (400-¾)       |                  |              |
| LNAV MDA   | 1220/24 | 378 (400-½)       | 1220/35          | 378 (400-⅝)  |
| CIRCLING   | 1360-1  | 518 (600-1)       | 1460-1¾          | 1660-2¾      |
|  |         | 618 (700-1¾)      | 818 (900-2¾)     | 958 (1000-3) |

MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

25107

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>56225</b><br><b>W30A</b> | APP CRS<br><b>301°</b> | Rwy Idg <b>10000</b><br>TDZE <b>823</b><br>Apt Elev <b>842</b> |
|--|------------------------|--|

# RNAV (GPS) Z RWY 30L

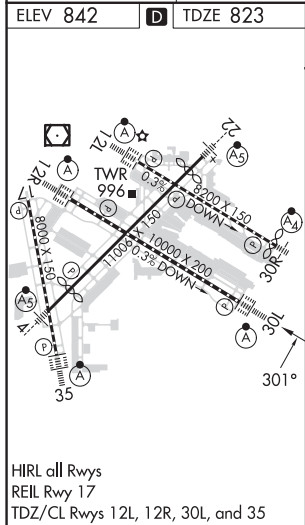
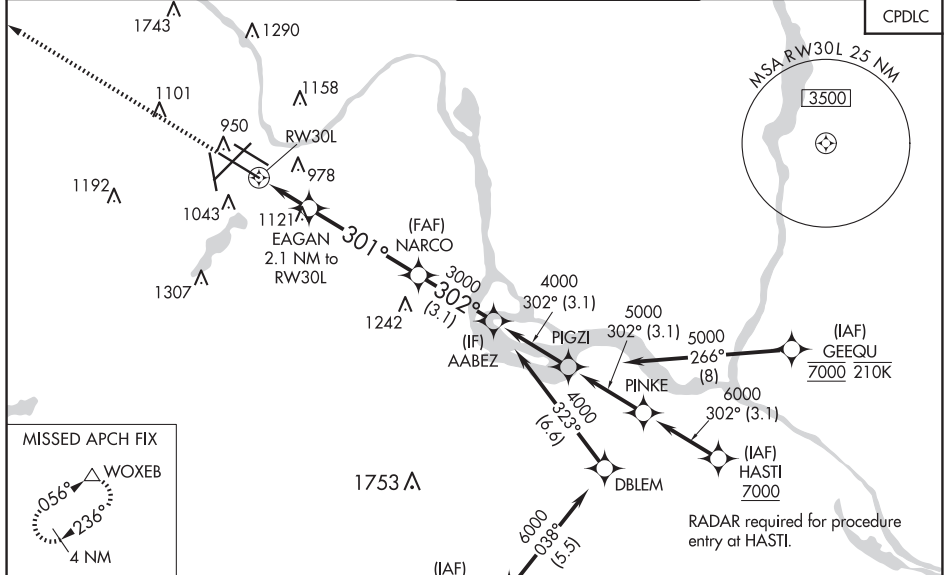
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approaches authorized with Rwy 30R and ILS V RWY 35 (CONVERGING). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to RVR 5000, and LNAV Cat E visibility to 1 3/8 SM.

ALSF-2

MISSED APPROACH:  
Climb to 3000 direct  
WOXEB and hold.

|   |  |   |   |                          |
|---|--|---|---|--------------------------|
| D-ATIS<br>ARR <b>135.35 239.275</b><br>DEP <b>120.8</b> | MINNEAPOLIS APP CON<br><b>118.725 335.65</b> (Rwy 35)<br><b>119.3 335.65</b> (12L-30R, 4-22, 17)<br><b>126.95 335.65</b> (12R-30L) | MINNEAPOLIS TOWER<br><b>123.675 273.55</b> (17-35)<br><b>123.95 273.55</b> (12L-30R)<br><b>126.7 273.55</b> (12R-30L, 4-22) | GND CON<br><b>N 121.8 348.6</b><br><b>S 121.9 348.6</b><br><b>W 127.925 348.6</b> | CLNC DEL<br><b>133.2</b> |
|---|--|---|---|--------------------------|



|                  |                     |   |                         |                        |                    |
|------------------|---------------------|---|-------------------------|------------------------|--------------------|
| 3000<br>↑        | WOXEB<br>△          | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 78). |                         |                        |                    |
| *LNAV only       |                     | EAGAN<br>2.1 NM to<br>RW30L   | NARCO<br>3000           | AABEZ<br>4000          |                    |
|                  |                     | *1.2 NM to<br>RW30L   | 301°                    | 302°                   |                    |
|                  |                     | 1520*   | 3000                    |                        |                    |
|                  |                     | 1.2 NM  | 0.9 NM                  | 4.6 NM                 | 3.1 NM             |
|                  |                     |   |                         |                        | GP 3.00°<br>TCH 55 |
| CATEGORY         | A                   | B   | C                       | D                      | E                  |
| LPV DA           | 1023/18 200 (200-½) |   |                         |                        |                    |
| LNAV/<br>VNAV DA | 1130/24 307 (300-½) |   |                         |                        |                    |
| LNAV MDA         | 1280/24 457 (500-½) | 1280/45 457 (500-¾)   |                         |                        |                    |
| CIRCLING         | 1360-1 518 (600-1)  | 1460-1¾<br>618 (700-1¾)   | 1660-2¾<br>818 (900-2¾) | 1800-3<br>958 (1000-3) |                    |

MINNEAPOLIS, MINNESOTA  
Amdt 5A 17AUG17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
44°53'N-93°13'W  
**RNAV (GPS) Z RWY 30L**

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>60925</b><br><b>W30B</b> | APP CRS<br><b>301°</b> | Rwy Idg<br>TDZE <b>822</b><br>Apt Elev <b>842</b> |
|--|------------------------|---|

RNAV (GPS) Z RWY 30R

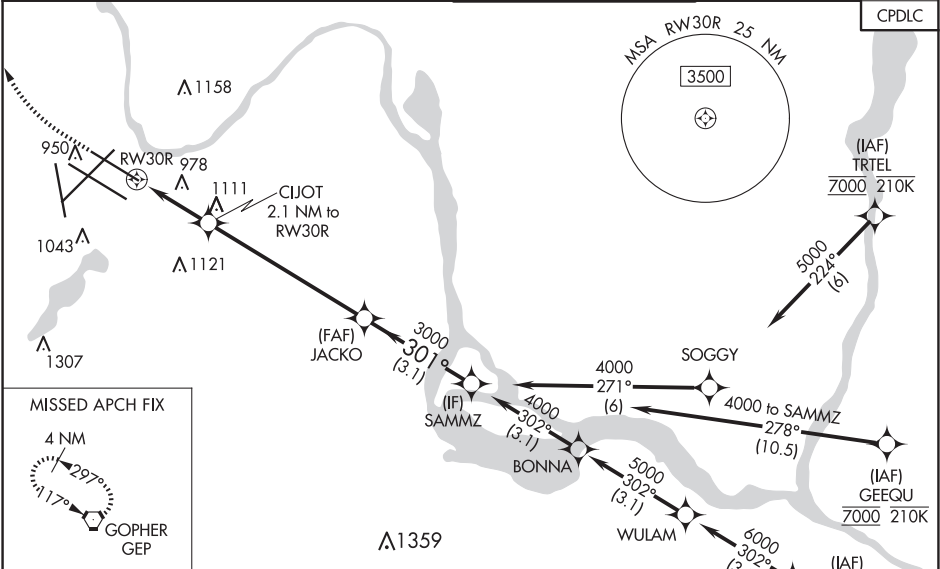
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approaches authorized with Rwy 30L and ILS V Rwy 35 (CONVERGING). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV Cat E and LNAV Cat E visibility to 1½ SM. Inop table does not apply to LPV all Cats.

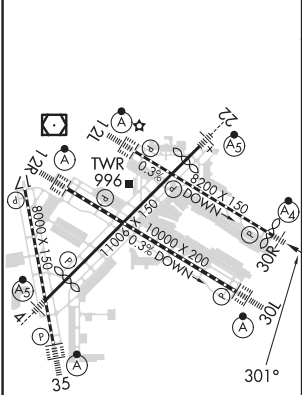
MALSF

MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct GEP VORTAC and hold.




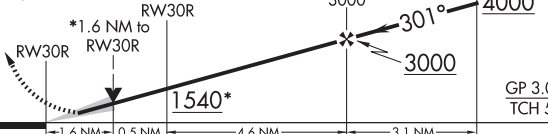

|   |   |  |  |              |
|---|---|--|--|--------------|
| D-ATIS  | MINNEAPOLIS APP CON   | MINNEAPOLIS TOWER  | GND CON  | CINC DEL     |
| ARR <b>135.35 239.275</b><br>DEP <b>120.8</b> | <b>118.725 335.65</b> (Rwy 35)<br><b>119.3 335.65</b> (12L-30R, 4-22, 17)<br><b>126.95 335.65</b> (12R-30L) | <b>123.675 273.55</b> (17-35)<br><b>123.95 273.55</b> (12L-30R)<br><b>126.7 273.55</b> (12R-30L, 4-22) | <b>N 121.8 348.6</b><br><b>S 121.9 348.6</b><br><b>W 127.925 348.6</b> | <b>133.2</b> |



|          |          |          |
|----------|----------|----------|
| ELEV 842 | <b>D</b> | TDZE 822 |
|----------|----------|----------|



HIRL all Rwy  
REIL Rwy 17  
TDZ/CL Rwy 12L, 12R, 30L, and 35

|  |   |   |   |                         |                         |                        |
|--|---|---|---|-------------------------|-------------------------|------------------------|
| 1300   | 3000  | GEP   | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 71). |                         |                         |                        |
|           |  |  | CIJOT<br>2.1 NM to<br>RW30R   | JACKO<br>3000           | SAMMZ<br>4000           |                        |
| *LNAV only   |   |   |   |                         |                         |                        |
|           |   |   |   |                         |                         |                        |
| CATEGORY   | A   |   | B   | C                       | D                       | E                      |
| LPV DA   | 1072/40 250 (300-¾)   |   |   |                         |                         |                        |
| LNAV/<br>VNAV DA   | 1316-1¾ 494 (500-1¾)  |   |   |                         |                         |                        |
| LNAV MDA   | 1400/40 578 (600-¾)   |   |   | 1400-1¾ 578 (600-1¾)    |                         |                        |
|  CIRCLING | 1400-1 558 (600-1)  |   |   | 1460-1¾<br>618 (700-1¾) | 1660-2¾<br>818 (900-2¾) | 1800-3<br>958 (1000-3) |

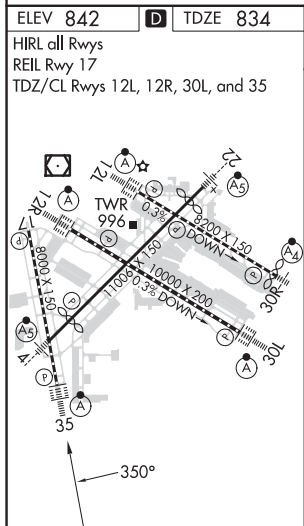
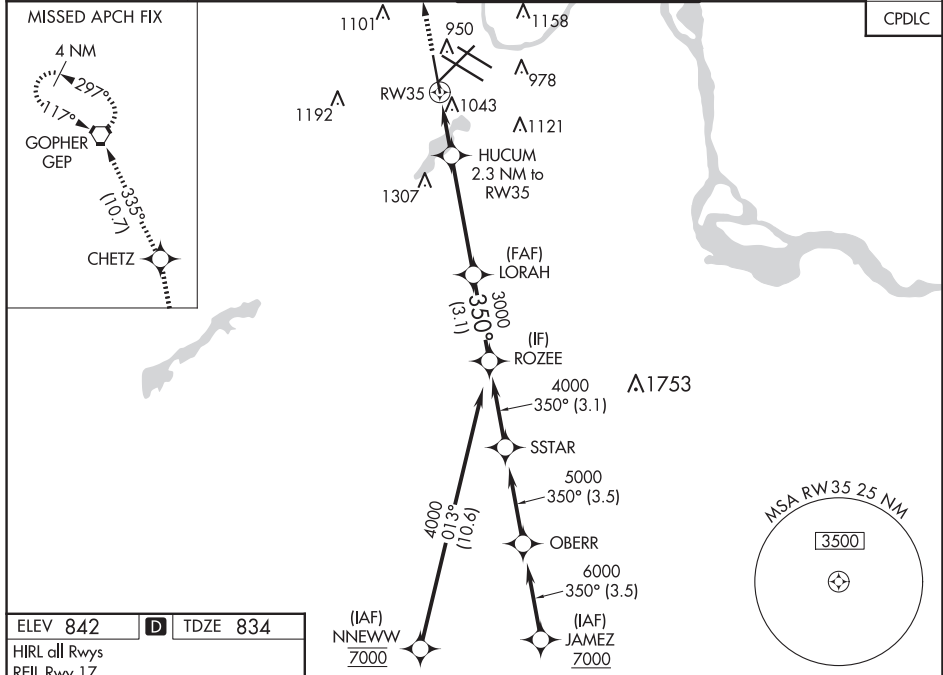
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>90128</b><br><b>W35A</b> | APP CRS<br><b>350°</b> | Rwy Idg <b>8000</b><br>TDZE <b>834</b><br>Apt Elev <b>842</b> |
|--|------------------------|---|

# RNAV (GPS) Z RWY 35

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

|   |                                |   |
|---|--------------------------------|---|
| <p><b>⚠</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1¼ SM and LNAV Cats C/D/E visibility to 1¾ SM.</p> | <p>ALSIF-2</p> <p><b>ⓘ</b></p> | <p><b>MISSED APPROACH:</b> Climb to 3000 direct CHETZ and on track 335° to GEP VORTAC and hold.</p> |
|---|--------------------------------|---|

|   |  |   |   |                          |
|---|--|---|---|--------------------------|
| D-ATIS<br>ARR <b>135.35 239.275</b><br>DEP <b>120.8</b> | MINNEAPOLIS APP CON<br><b>118.725 335.65</b> (Rwy 35)<br><b>119.3 335.65</b> (12L-30R, 4-22, 17)<br><b>126.95 335.65</b> (12R-30L) | MINNEAPOLIS TOWER<br><b>123.675 273.55</b> (17-35)<br><b>123.95 273.55</b> (12L-30R)<br><b>126.7 273.55</b> (12R-30L, 4-22) | GND CON<br><b>N 121.8 348.6</b><br><b>S 121.9 348.6</b><br><b>W 127.925 348.6</b> | CLNC DEL<br><b>133.2</b> |
|---|--|---|---|--------------------------|






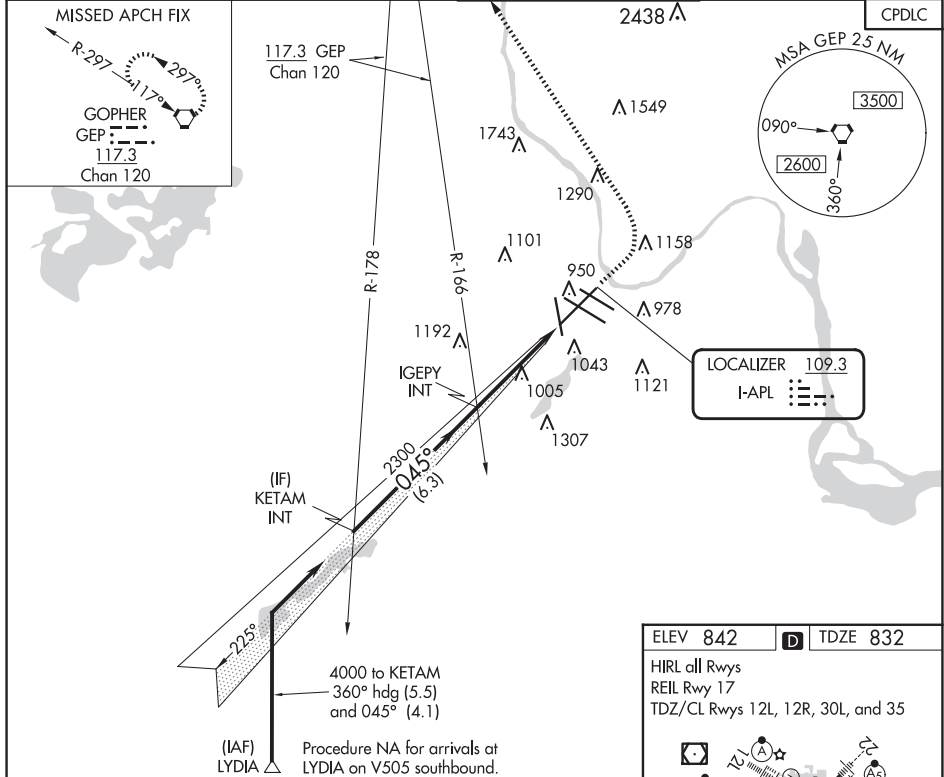
|                   |                     |             |  |                         |                        |
|-------------------|---------------------|-------------|--|-------------------------|------------------------|
| 3000              | CHETZ               | GEP         | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71). |                         |                        |
| ↑                 | tr 335°             | ⬡           | LORAH  | ROZEE                   |                        |
| *LNAV only        |                     |             | HUCUM 2.3 NM to RW35   | 3000                    | 4000                   |
| *1.2 NM to RW35   |                     |             | 1620*  | 350°                    | 3000                   |
| 1.2 NM            |                     |             | 1.1 NM   | 4.3 NM                  | 3.1 NM                 |
| CATEGORY          | A                   | B           | C  | D                       | E                      |
| LPV DA            | 1034/18 200 (200-½) |             |  |                         |                        |
| LNAV/VNAV DA      | 1204/40 370 (400-¾) |             |  |                         |                        |
| LNAV MDA          | 1300/24             | 466 (500-½) | 1300/50 466 (500-1)  |                         |                        |
| <b>C</b> CIRCLING | 1360-1              | 518 (600-1) | 1460-1¾<br>618 (700-1¾)  | 1660-2¾<br>818 (900-2¾) | 1800-3<br>958 (1000-3) |

|                                  |                        |   |
|----------------------------------|------------------------|---|
| LOC I-APL<br><b><u>109.3</u></b> | APP CRS<br><b>045°</b> | Rwy Idg <b>9456</b><br>TDZE <b>832</b><br>Apt Elev <b>842</b> |
|----------------------------------|------------------------|---|

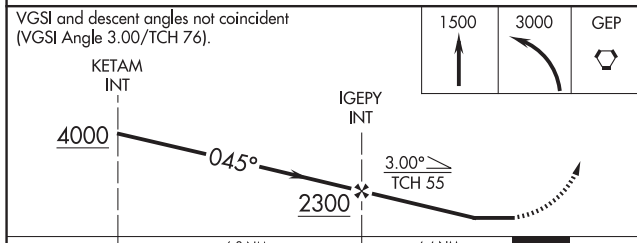
## LOC RWY 4

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

|   |  |  |   |  |                          |
|---|--|--|---|--|--------------------------|
|  | For inop ALS, increase S-4 Cat C/D/E visibility to 1% SM.      |  | MALSR<br>                                  | MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct GEP VORTAC and hold. |                          |
|   | D-ATIS<br>ARR <b>135.35</b> <b>239.275</b><br>DEP <b>120.8</b> | MINNEAPOLIS APP CON<br><b>118.725 335.65</b> (Rwy 35)<br><b>119.3 335.65</b> (12L-30R, 4-22, 17)<br><b>126.95 335.65</b> (12R-30L) | MINNEAPOLIS TOWER<br><b>123.675 273.55</b> (17-35)<br><b>123.95 273.55</b> (12L-30R)<br><b>126.7 273.55</b> (12R-30L, 4-22) | GND CON<br><b>N 121.8 348.6</b><br><b>S 121.9 348.6</b><br><b>W 127.925 348.6</b>          | CLNC DEL<br><b>133.2</b> |
| MISSED APCH FIX   |  | 2438    |   | CPDLC  |                          |



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 76).



| CATEGORY          | 6.3 NM  |             | 4.4 NM                  |                         | E                      |
|-------------------|---------|-------------|-------------------------|-------------------------|------------------------|
|                   | A       | B           | C                       | D                       |                        |
| S-4               | 1340/24 | 508 (500-½) | 1340/55 508 (500-1)     |                         |                        |
| <b>C</b> CIRCLING | 1360-1  | 518 (600-1) | 1460-1¾<br>618 (700-1¾) | 1660-2¾<br>818 (900-2¾) | 1800-3<br>958 (1000-3) |

ELEV 842 D TDZE 832

HIRL all Rwys  
 REIL Rwy 17  
 TDZ/CL Rwys 12L, 12R, 30L, and 35

| FAF to MAP 4.4 NM |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

LOC RWY 4

MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

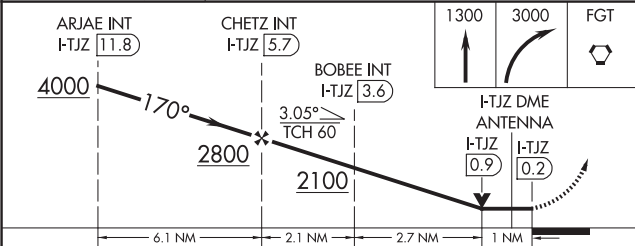
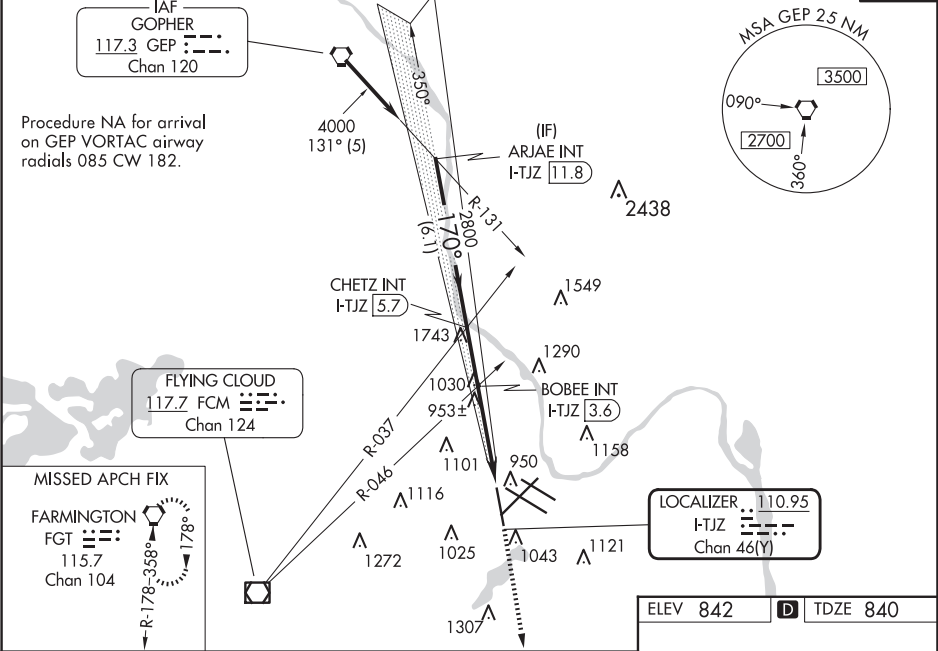
25107

|                   |             |          |            |
|-------------------|-------------|----------|------------|
| LOC/DME I-TJZ     | APP CRS     | Rwy Idg  | 8000       |
| <b>110.95</b>     | <b>170°</b> | TDZE     | <b>840</b> |
| Chan <b>46(Y)</b> |             | Apt Elev | <b>842</b> |

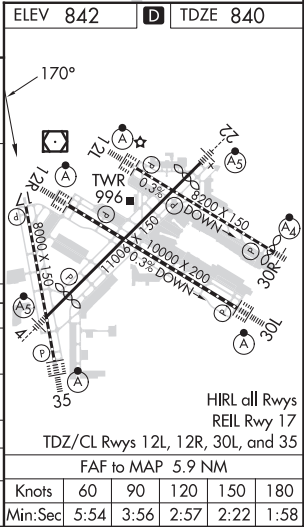
LOC RWY 17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

|  |   |   |                        |              |
|--|---|---|------------------------|--------------|
| <br>Helicopter visibility reduction below RVR 4000 NA. |   | MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct FGT VORTAC and hold. |                        |              |
| D-ATIS   | MINNEAPOLIS APP CON                     | MINNEAPOLIS TOWER   | GND CON                | CLNC DEL     |
| ARR <b>135.35 239.275</b>                              | <b>118.725 335.65</b> (Rwy 35)          | <b>123.675 273.55</b> (17-35)   | <b>N 121.8 348.6</b>   | <b>133.2</b> |
| DEP <b>120.8</b>                                       | <b>119.3 335.65</b> (12L-30R, 4-22, 17) | <b>123.95 273.55</b> (12L-30R)  | <b>S 121.9 348.6</b>   |              |
|  | <b>126.95 335.65</b> (12R-30L)          | <b>126.7 273.55</b> (12R-30L, 4-22)   | <b>W 127.925 348.6</b> |              |
| CPDLC  |   |   |                        |              |



| CATEGORY  | A                         | B                         | C                       | D             |
|---|---------------------------|---------------------------|-------------------------|---------------|
| S-17  | 2100/60<br>1260 (1300-1½) | 2100-1½<br>1260 (1300-1½) | 2100-3                  | 1260 (1300-3) |
| CIRCLING  | 2100-1¼<br>1258 (1300-1¼) | 2100-1½<br>1258 (1300-1½) | 2100-3                  | 1258 (1300-3) |
| BOBEE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) |                           |                           |                         |               |
| S-17  | 1220/55 380 (400-1)       |                           |                         |               |
| CIRCLING  | 1360-1 518 (600-1)        | 1460-1¾<br>618 (700-1¾)   | 1660-2¾<br>818 (900-2¾) |               |



MINNEAPOLIS, MINNESOTA  
Amdt 1B 30APR15

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
44°53'N-93°13'W

LOC RWY 17

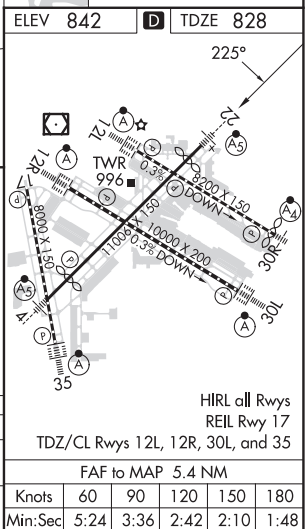
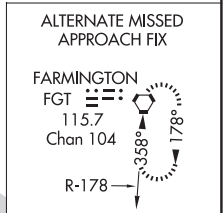
NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

LOC RWY 22  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

MALSR

|       |
|-------|
| CPDLC |
|-------|



25107

# AIRPORT DIAGRAM

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
AL-264 (FAA)  
MINNEAPOLIS, MINNESOTA

D-ATIS ARR 135.35 239.275

DEP 120.8

MINNEAPOLIS TOWER

123.95 273.55(RWY 12L-30R)

126.7 273.55(RWYS 04-22, 12R-30L)

123.675 273.55(RWY 17-35)

GND CON

N 121.8 348.6

S 121.9 348.6

W 127.925 348.6

CLNC DEL

133.2

GND METERING

133.575

CPDLC

PDC

D

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.0° W

RWY 04-22

PCR 1350 R/D/W/T  
S-100, D-200, 2D-400, 2D/2D2-850

RWY 12L-30R

PCR 2160 R/D/W/T  
S-100, D-200, 2D-400, 2D/2D2-850

RWY 12R-30L

PCR 2010 R/D/W/T  
S-100, D-200, 2D-400, 2D/2D2-850

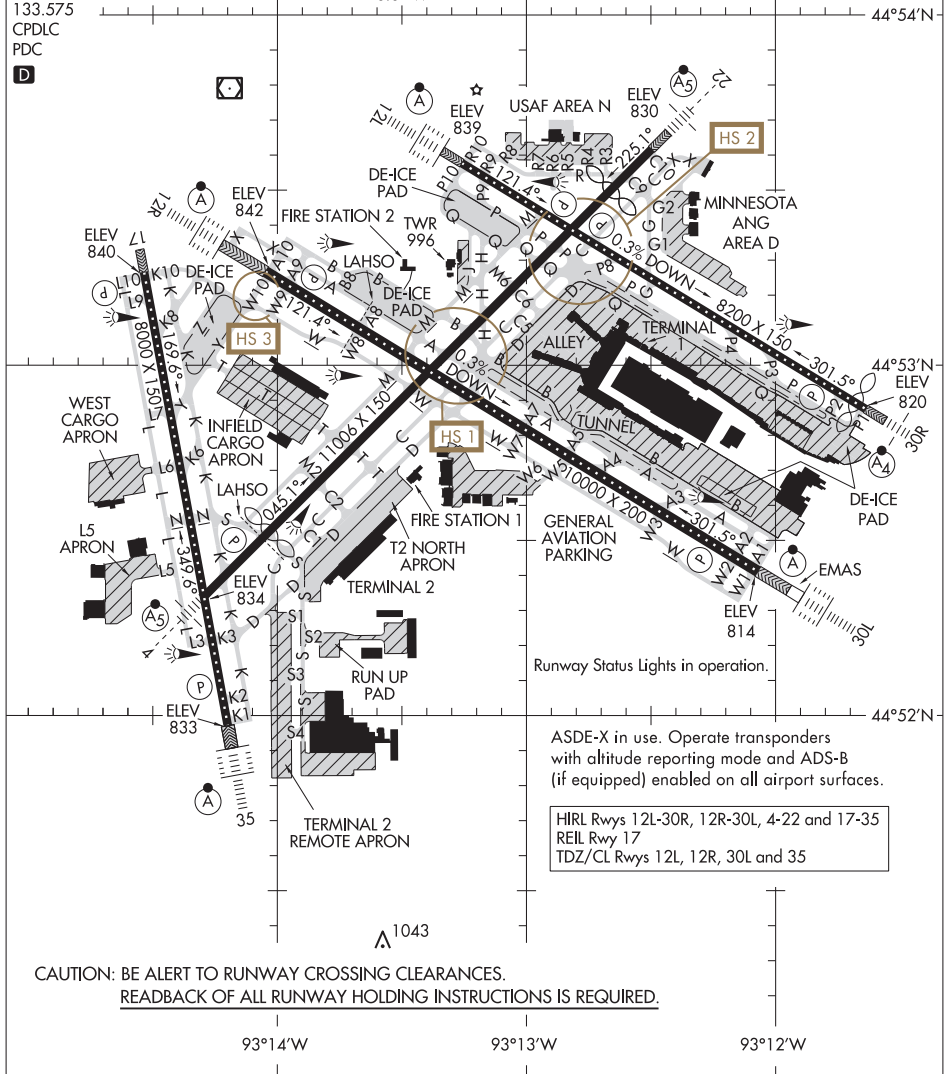
RWY 17-35

PCR 1840 R/D/W/T  
S-100, D-200, 2D-400, 2D/2D2-850

FIELD  
ELEV  
842

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

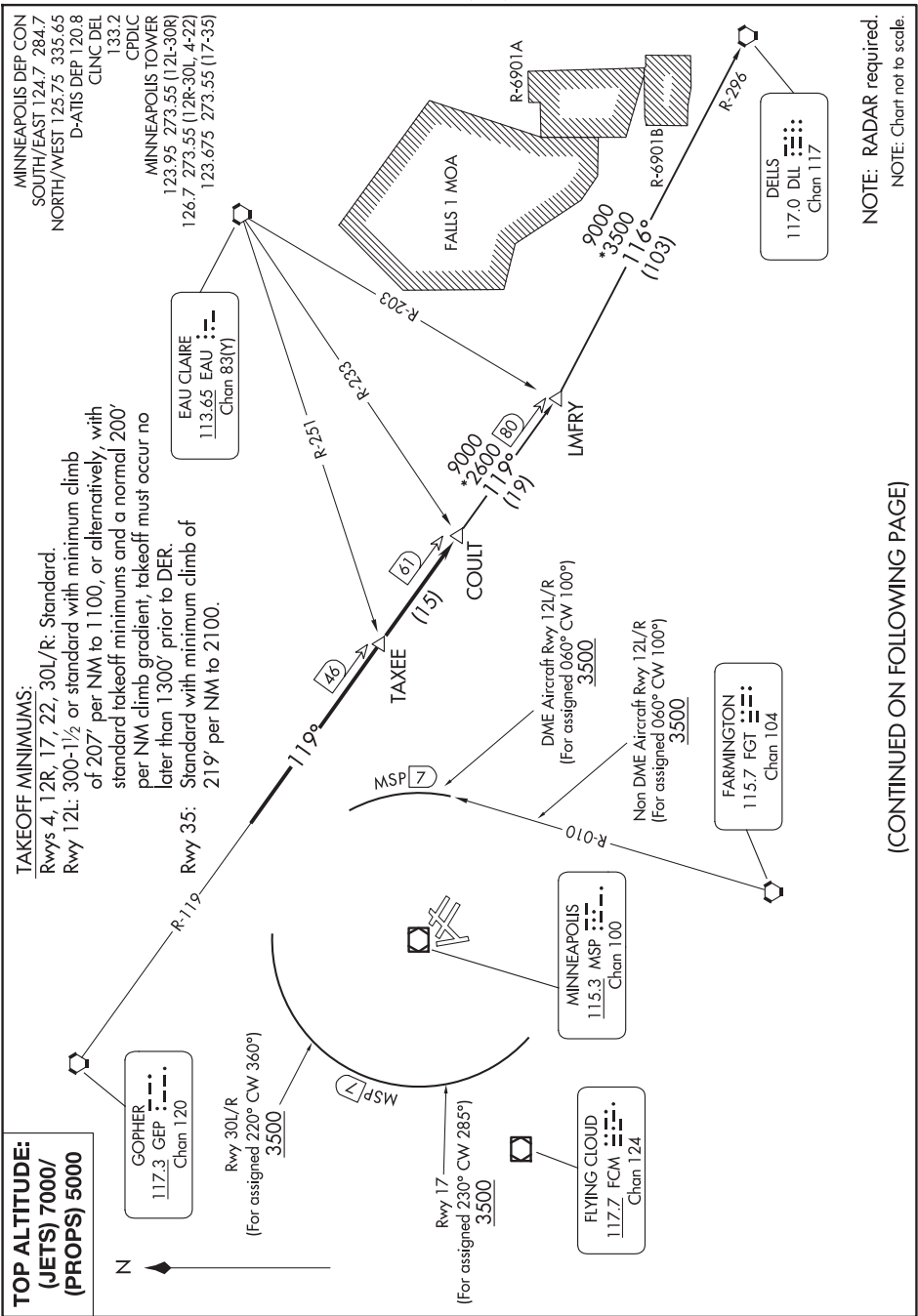


# AIRPORT DIAGRAM

25107

MINNEAPOLIS, MINNESOTA  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

COULT SEVEN DEPARTURE



(CONTINUED ON FOLLOWING PAGE)

NC-1, 12 JUN 2025 to 07 AUG 2025

COULT SEVEN DEPARTURE

(COULT7.COULT) 18088

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

## COULT SEVEN DEPARTURE

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to intercept GEP R-119 to COULT INT/GEP 61 DME. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RUNWAYS 12L/R DEPARTURES: For assigned headings from 060° clockwise to 100°. Cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

NON-DME EQUIPPED AIRCRAFT RUNWAYS 12L/R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKEOFF RUNWAY 17: For assigned headings from 230° clockwise to 285°. Cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKEOFF RUNWAYS 30L/R: For assigned headings from 220° clockwise to 360°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKEOFF RUNWAYS 4, 22, 35: Initially assigned heading, thence . . . .

. . . . on transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DELLS TRANSITION (COULT7.DLL): From over COULT INT on GEP R-119 to LMFY INT then on DLL R-296 to DLL VORTAC.

## COULT SEVEN DEPARTURE

(COULT7.COULT) 29MAR18

MINNEAPOLIS, MINNESOTA  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)



MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

## AL-264 (FAA)

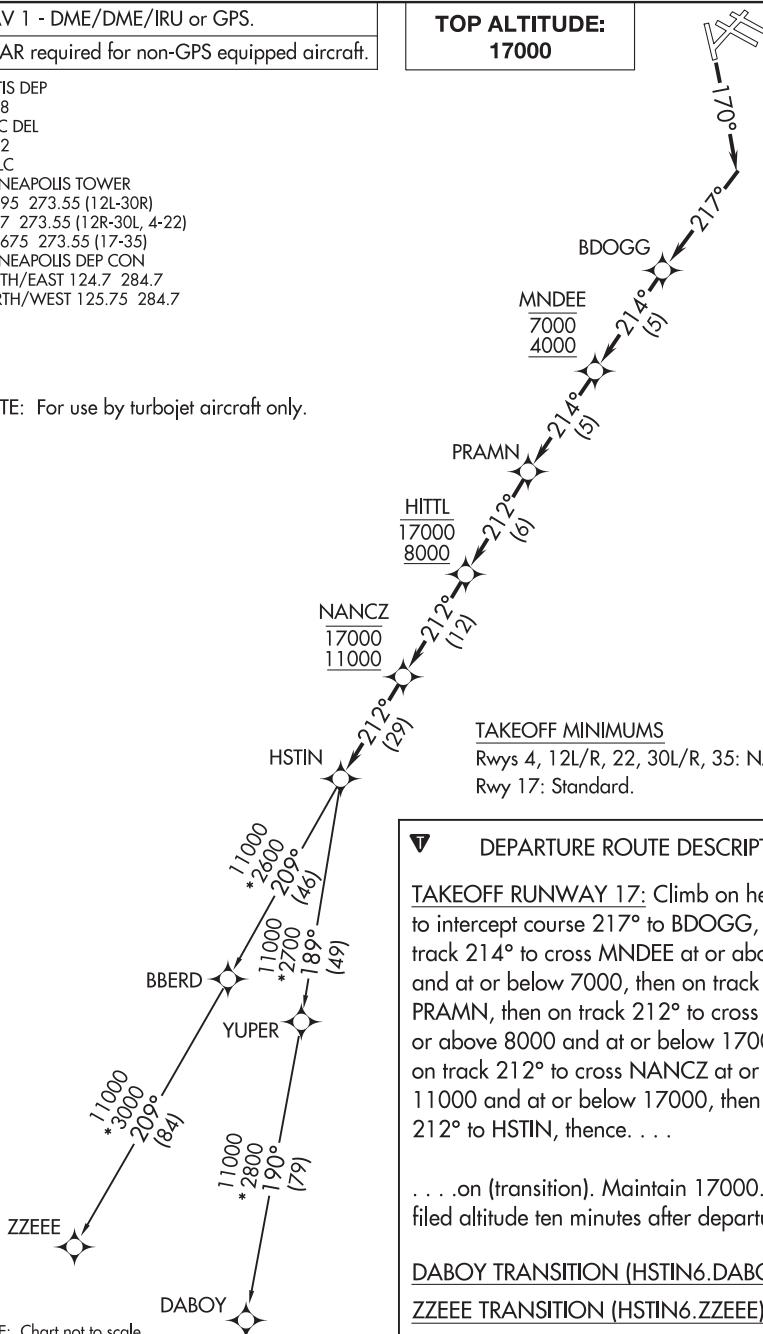
MINNEAPOLIS, MINNESOTA

**TOP ALTITUDE:**  
17000

RADAR required for non-GPS equipped aircraft.

D-ATIS DEP  
120.8  
CLNC DEL  
133.2  
CPDLC  
MINNEAPOLIS TOWER  
123.95 273.55 (12L-30R)  
126.7 273.55 (12R-30L, 4-22)  
123.675 273.55 (17-35)  
MINNEAPOLIS DEP CON  
SOUTH/EAST 124.7 284.7  
NORTH/WEST 125.75 284.7

NOTE: For use by turbojet aircraft only.



## TAKEOFF MINIMUMS

Rwys 4, 12L/R, 22, 30L/R, 35: NA-Air Traffic.  
Rwy 17: Standard.

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 17:** Climb on heading 170° to intercept course 217° to BDOGG, then on track 214° to cross MNDEE at or above 4000 and at or below 7000, then on track 214° to PRAMN, then on track 212° to cross HITTL at or above 8000 and at or below 17000, then on track 212° to cross NANCZ at or above 11000 and at or below 17000, then on track 212° to HSTIN, thence. . . .

...on (transition). Maintain 17000. Expect  
filed altitude ten minutes after departure.

DABOY TRANSITION (HSTIN6.DABOY)

ZZEEE TRANSITION (HSTIN6.ZZEEE)

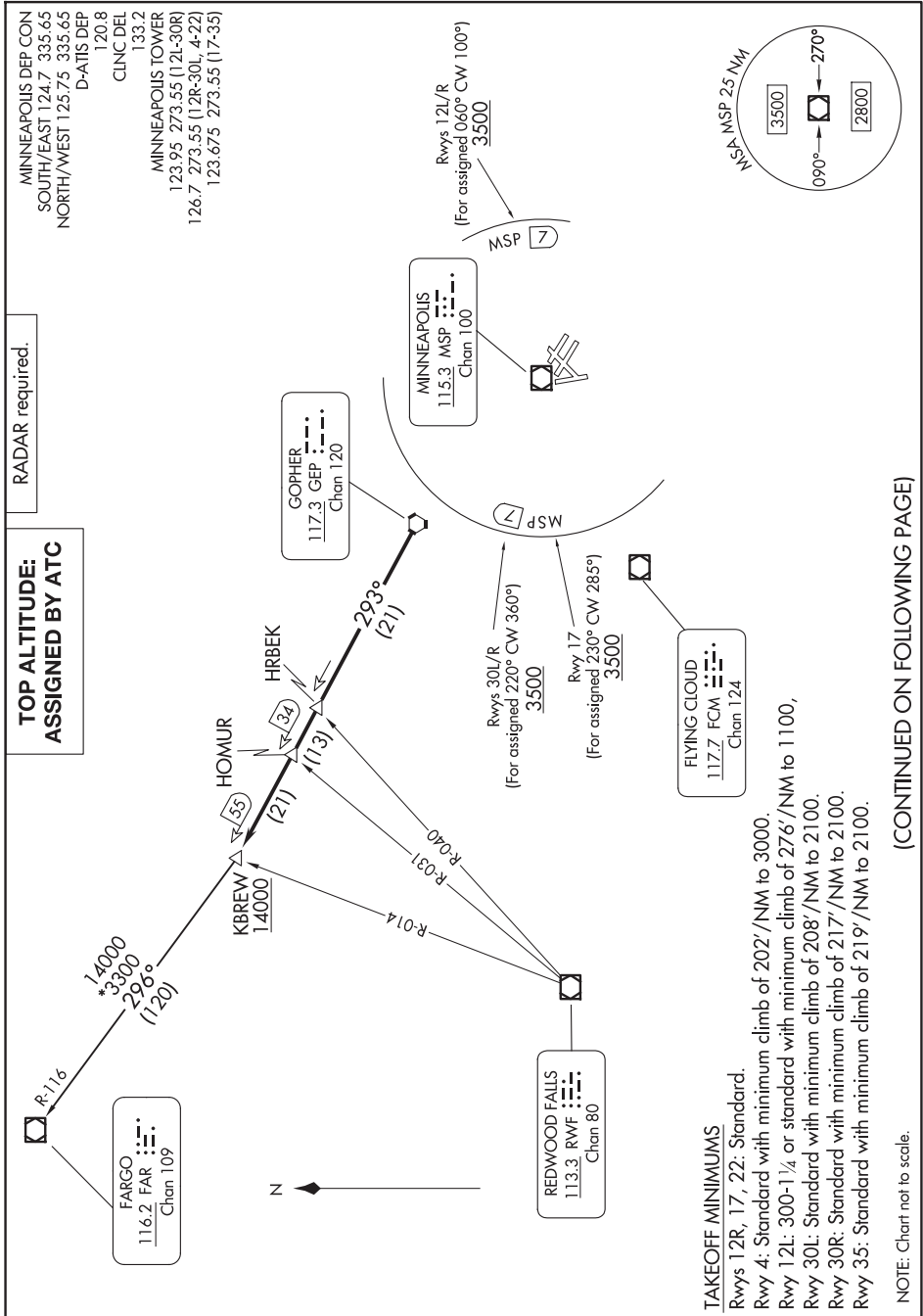
NOTE: Chart not to scale.

## MINNEAPOLIS, MINNESOTA

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

(KBREW2.KBREW) 24137  
KBREW TWO DEPARTURE

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
AL-264 (FAA) MINNEAPOLIS, MINNESOTA



KBREW TWO DEPARTURE  
(KBREW2.KBREW) 16MAY24

MINNEAPOLIS, MINNESOTA  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

(CONTINUED ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to GEP VORTAC then on depicted route to KBREW, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

ALL AIRCRAFT: CLIMB GRADIENTS: If unable to accept climb rates, advise ATC prior to taxi.

RUNWAYS 12L/R: For assigned headings from 060° clockwise to 100°, cross MSP VOR/DME 7 DME arc at or above 3500, Rwy 12L: 540'/NM to 3500, Rwy 12R: 542'/NM to 3500.

RUNWAY 17: For assigned headings from 230° clockwise to 285°, cross MSP VOR/DME 7 DME arc at or above 3500, 512'/NM to 3500.

RUNWAYS 30L/R: For assigned headings from 220° clockwise to 360°, cross MSP VOR/DME 7 DME arc at or above 3500, 380'/NM to 3500.

FARGO TRANSITION (KBREW2.FAR): From over KBREW on FAR R-116 to FAR VOR/DME.

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

(LEINY6.LEINY) 17229

## LEINY SIX DEPARTURE (RNAV)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA

D-ATIS DEP

120.8

CLNC DEL

133.2

CPDLC

MINNEAPOLIS TOWER

123.95 273.55 (12L-30R)

126.7 273.55 (12R-30L, 4-22)

123.675 273.55 (17-35)

MINNEAPOLIS DEP CON

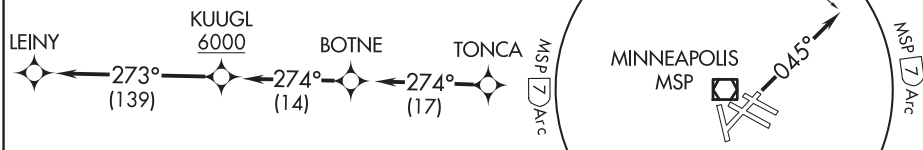
SOUTH/EAST 124.7 335.65

NORTH/WEST 125.75 335.65

**TOP ALTITUDE:**  
**(JETS) 7000/**  
**(PROPS) 5000**

Rwy 17 (For assigned 230° CW 285°) 3500  
 Rwy 30L/R (For assigned 220° CW 360°) 3500

Rwy 12L/R  
 (For assigned  
 060° CW 100°)  
3500



NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: For non-GPS equipped aircraft, GEP, RWF, FSD, ATY, and HON must be operational.

## TAKEOFF MINIMUMS

Rwys 4, 12R, 17, 22, 30L/R: Standard.

Rwy 12L: 300-1 ½ or standard with minimum climb of 207' per NM to 1100,  
 or alternatively, with standard takeoff minimums and a normal 200' per NM  
 climb gradient, takeoff must occur no later than 1300' prior to DER.

Rwy 35: Standard with minimum climb of 219' per NM to 2100.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 045° to 2100. Thence . . . .

TAKEOFF RUNWAYS 12L/R: For assigned headings from 060° clockwise to 100°,  
 cross MSP VOR/DME 7 DME Arc at or above 3500, maintain assigned altitude.  
 If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKEOFF RUNWAY 17: For assigned headings from 230° clockwise to 285°, cross MSP  
 VOR/DME 7 DME Arc at or above 3500, maintain assigned altitude. If unable to comply,  
 advise ATC as soon as possible prior to departure. Thence . . . .

TAKEOFF RUNWAYS 22, 35: Climb on assigned heading for RADAR vectors. Thence . . . .

TAKEOFF RUNWAYS 30L/R: For assigned headings from 220° clockwise to 360°,  
 cross MSP VOR/DME 7 DME Arc at or above 3500, maintain assigned altitude. If  
 unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

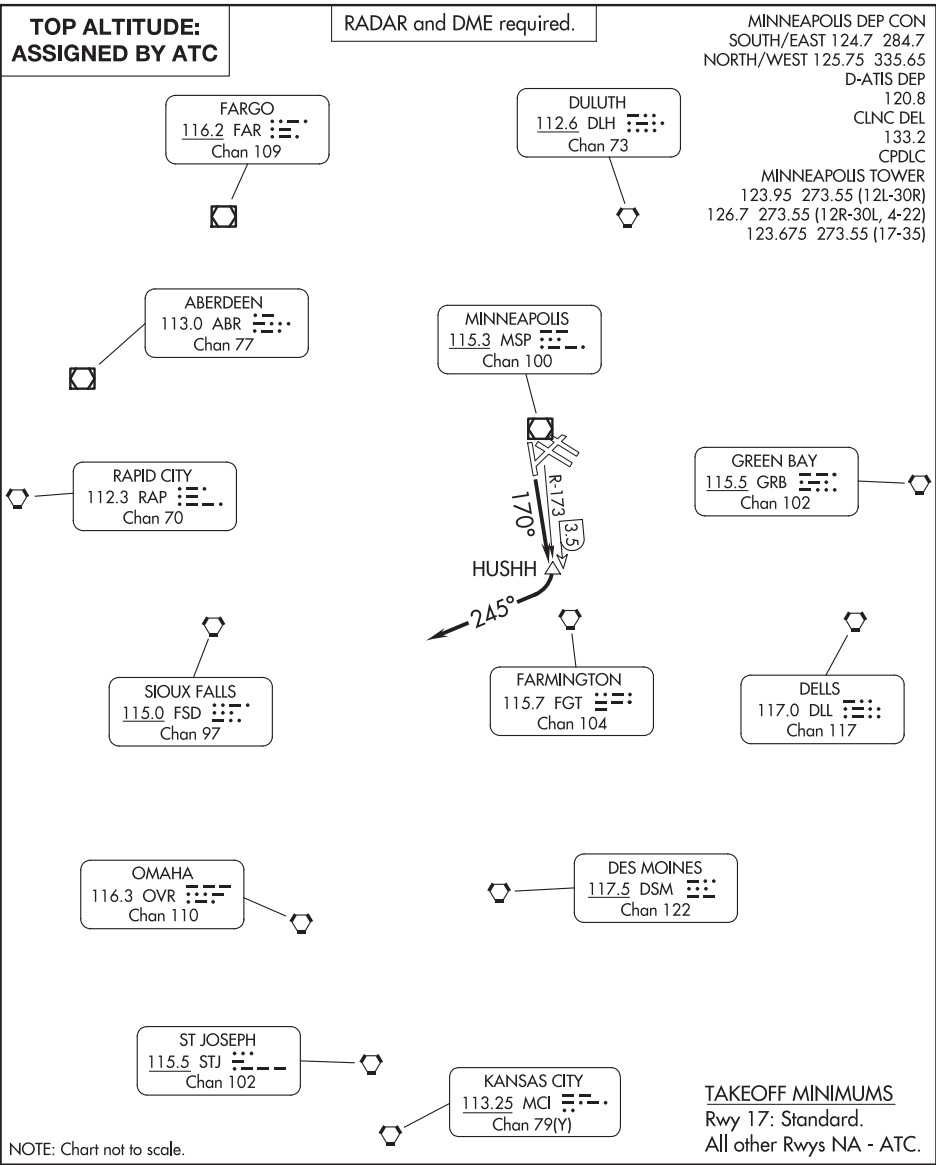
. . . . expect RADAR vectors to TONCA, then on track 274° to BOTNE, then on track 274°  
 to cross KUUGL at or above 6000, then on track 273° to LEINY. Turbojet aircraft maintain  
 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude  
 until BOTNE. Expect filed altitude/flight level ten minutes after departure.

LEINY SIX DEPARTURE (RNAV)

MINNEAPOLIS, MINNESOTA

(LEINY6.LEINY) 17AUG17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 170° to HUSHH/MSP VOR/DME 3.5 DME, then right turn heading 245° for vectors to assigned route. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

(MSP9.MSP) 23334

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

## MINNEAPOLIS NINE DEPARTURE

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA

RADAR required.

**TOP ALTITUDE:  
ASSIGNED BY ATC**

MINNEAPOLIS DEP CON  
SOUTH/EAST 124.7 284.7  
NORTH/WEST 125.75 335.65  
D-ATIS DEP  
120.8  
CLNC DEL  
133.2  
CPDLC  
MINNEAPOLIS TOWER  
123.95 273.55 (12L-30R)  
126.7 273.55 (12R-30L, 4-22)  
123.675 273.55 (17-35)

FARGO  
116.2 FAR  
Chan 109

DULUTH  
112.6 DLH  
Chan 73

Rwy 17  
Assigned heading 230° CW 285°  
3500

ABERDEEN  
113.0 ABR  
Chan 77

MINNEAPOLIS  
115.3 MSP  
Chan 100

GREEN BAY  
115.5 GRB  
Chan 102

Rwys 12L/R  
Assigned heading 060° CW 100°  
3500

RAPID CITY  
112.3 RAP  
Chan 70

Rwys 30L/R  
Assigned heading 220° CW 360°  
3500

SIOUX FALLS  
115.0 FSD  
Chan 97

DELLS  
117.0 DLL  
Chan 117

ST JOSEPH  
115.5 STJ  
Chan 102

DES MOINES  
117.5 DSM  
Chan 122

OMAHA  
116.3 OVR  
Chan 110

KANSAS CITY  
113.25 MCI  
Chan 79(Y)

## TAKEOFF MINIMUMS

Rwys 12R, 17, 22: Standard.

Rwy 4: Standard with minimum climb of 202 to 2400.

Rwy 12L: Standard with minimum climb of 277 to 1100.

Rwy 30L: Standard with minimum climb of 208 to 2000.

Rwy 30R: Standard with minimum climb of 217 to 2000.

Rwy 35: Standard with minimum climb of 219 to 2000.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## MINNEAPOLIS NINE DEPARTURE

MINNEAPOLIS, MINNESOTA

(MSP9.MSP) 08SEP22

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to assigned route. Maintain ATC assigned altitude. Expect filed altitude ten minutes after departure.

ALL AIRCRAFT: ATC CROSSING RESTRICTIONS AND CLIMB GRADIENTS: If unable to accept crossing restrictions and climb rates advise ATC prior to taxi.

RUNWAYS 12L/R DEPARTURES: For assigned heading from 060° clockwise to 100°, cross MSP 7 DME at or above 3500. Rwy 12L: 540 feet per NM to 3500, 12R: 542 feet per NM to 3500.

RUNWAY 17: For assigned headings from 230° clockwise to 285°, cross MSP 7 DME at or above 3500, 512 feet per NM to 3500.

RUNWAYS 30L/R: For assigned headings from 220° clockwise to 360°, cross MSP 7 DME at or above 3500, 380 feet per NM to 3500.

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

(ORSKY3.ORSKY) 23334  
ORSKY THREE DEPARTURE

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
AL-264 (FAA) MINNEAPOLIS, MINNESOTA

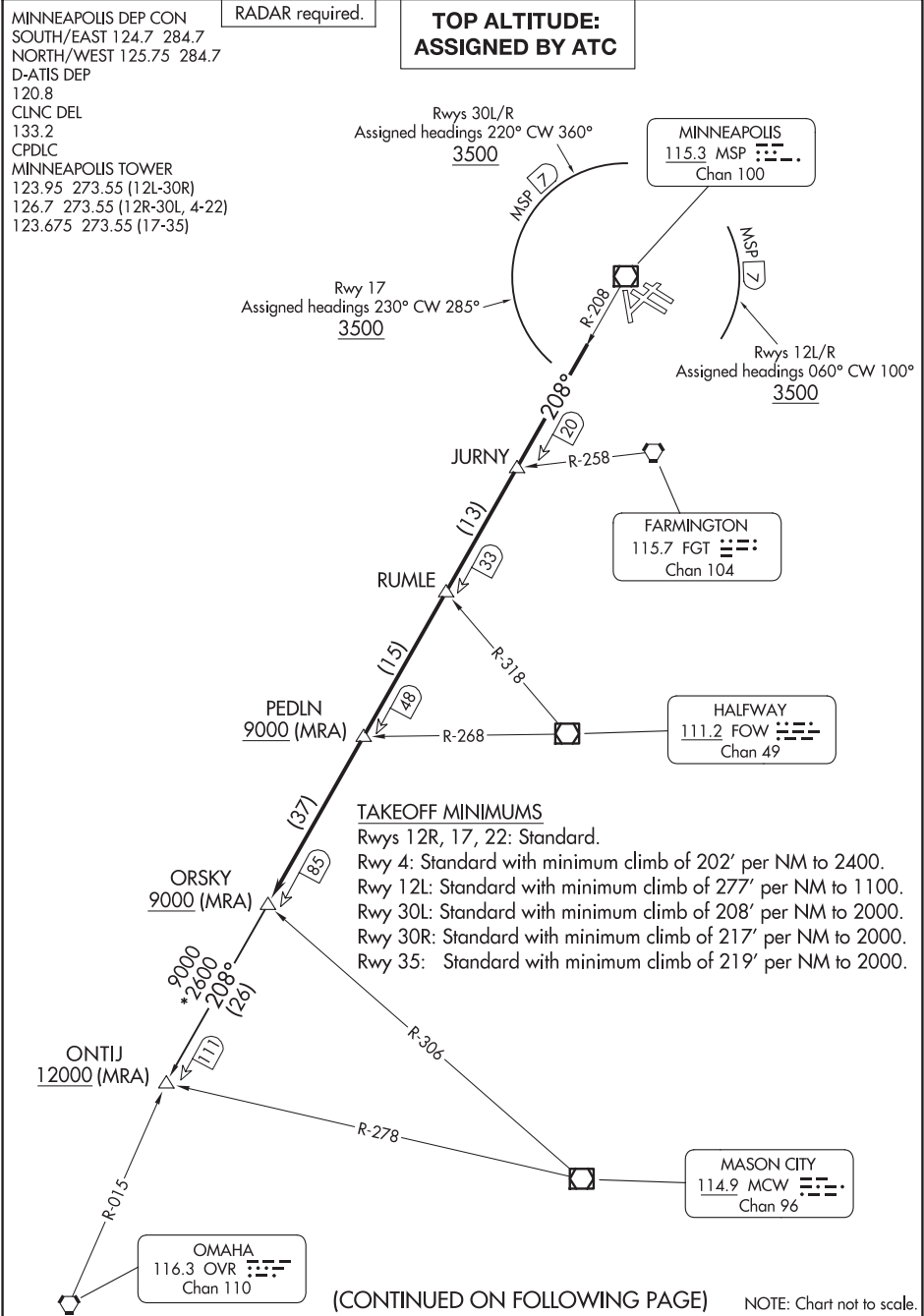
MINNEAPOLIS DEP CON  
SOUTH/EAST 124.7 284.7  
NORTH/WEST 125.75 284.7  
D-ATIS DEP  
120.8  
CLNC DEL  
133.2  
CPDLC  
MINNEAPOLIS TOWER  
123.95 273.55 (12L-30R)  
126.7 273.55 (12R-30L, 4-22)  
123.675 273.55 (17-35)

RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



ORSKY THREE DEPARTURE  
(ORSKY3.ORSKY) 08SEP22

MINNEAPOLIS, MINNESOTA  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to assigned fix on MSP R-208, then on depicted route to ORSKY, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

ALL AIRCRAFT: ATC CROSSING RESTRICTIONS AND GRADIENTS: If unable to accept crossing restrictions and climb rates advise ATC prior to taxi.

RUNWAY 12L/R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, Rwy 12L: 540' per NM to 3500, 12R: 542' per NM to 3500.

RUNWAY 17: For assigned headings from 230° clockwise to 285°, cross MSP 7 DME at or above 3500, 512' per NM to 3500.

RUNWAYS 30L/R: For assigned headings from 220° clockwise to 360°, cross MSP 7 DME at or above 3500, 380' per NM to 3500.

ONTIJ TRANSITION (ORSKY3.ONTIJ): From over ORSKY INT on MSP R-208 to ONTIJ INT.

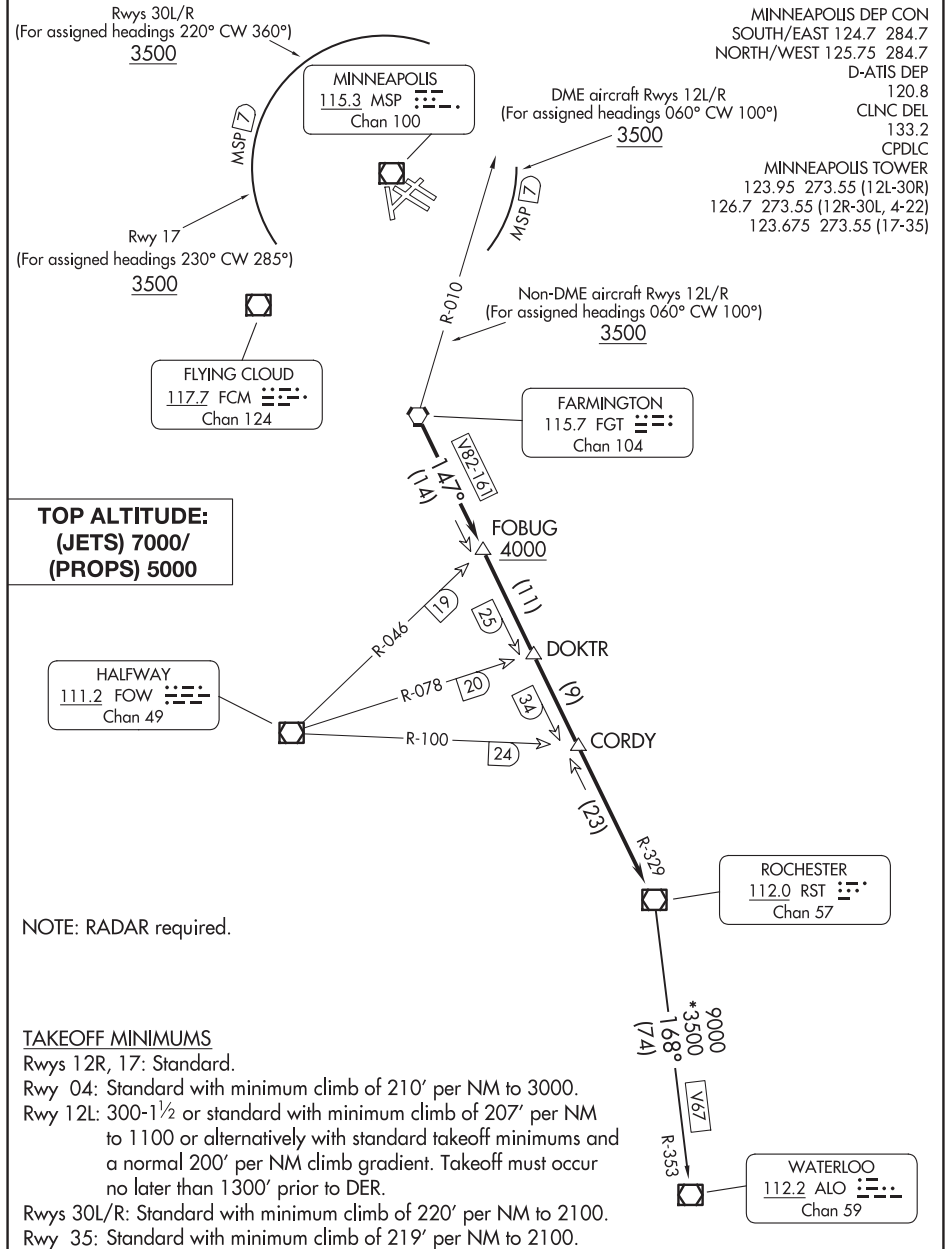
(RST1.RST) 23334

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

## ROCHESTER ONE DEPARTURE

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA



(CONTINUED ON FOLLOWING PAGE)

## ROCHESTER ONE DEPARTURE

(RST1.RST) 13SEP18

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

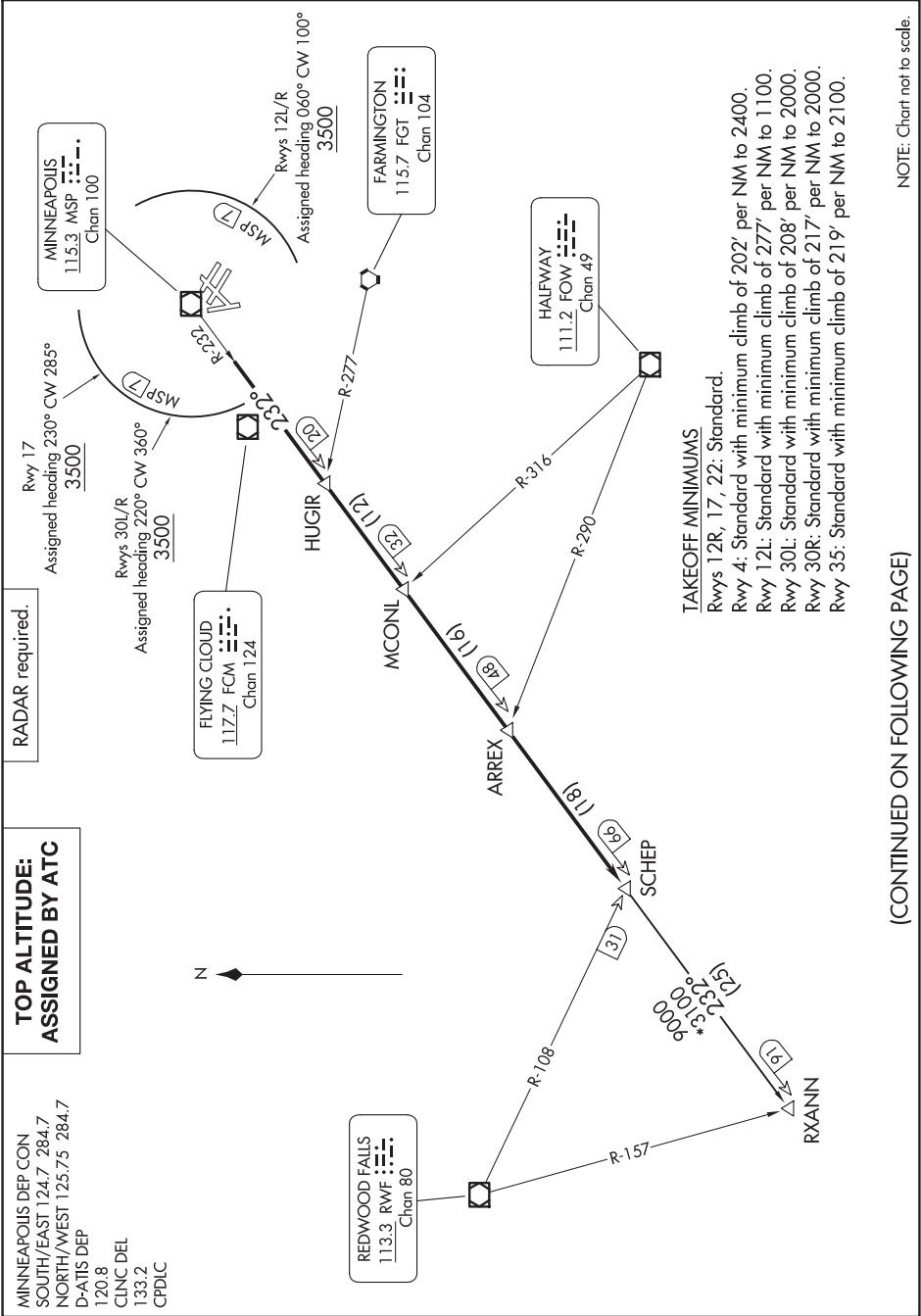
MINNEAPOLIS, MINNESOTA

|  |  |
|--|--|
| ▼  |  |
| DEPARTURE ROUTE DESCRIPTION  |  |
| <u>TAKEOFF ALL RUNWAYS:</u> Fly assigned heading for RADAR vectors to FGT VORTAC and then on FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/FGT 14 DME at or above 4000. Turbojet aircraft maintain 7000 or lower assigned altitude. All other aircraft maintain 5000 or lower assigned altitude. |  |
| <u>DME EQUIPPED AIRCRAFT RUNWAYS 12L/R DEPARTURES:</u> For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure, thence . . . .   |  |
| <u>NON-DME EQUIPPED AIRCRAFT RUNWAYS 12L/R DEPARTURES:</u> For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure, thence. . . .  |  |
| <u>TAKEOFF RUNWAYS 4, 22, 35:</u> Initially assigned heading, thence . . . .   |  |
| <u>TAKEOFF RUNWAY 17:</u> For assigned headings from 230° clockwise to 285° cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure, thence . . . .   |  |
| <u>TAKEOFF RUNWAYS 30L/R:</u> For assigned headings from 220° clockwise to 360° cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure, thence . . . .   |  |
| . . . .on assigned transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.   |  |
| <u>WATERLOO TRANSITION (RST1.ALO):</u> From over RST VOR/DME on RST R-168 and ALO R-353 to ALO VOR/DME.  |  |

(SCHEP1 .SCHEP) 23334  
SCHEP ONE DEPARTURE

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
AL-264 (FAA) MINNEAPOLIS, MINNESOTA

NC-1, 12 JUN 2025 to 07 AUG 2025



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

NC-1, 12 JUN 2025 to 07 AUG 2025

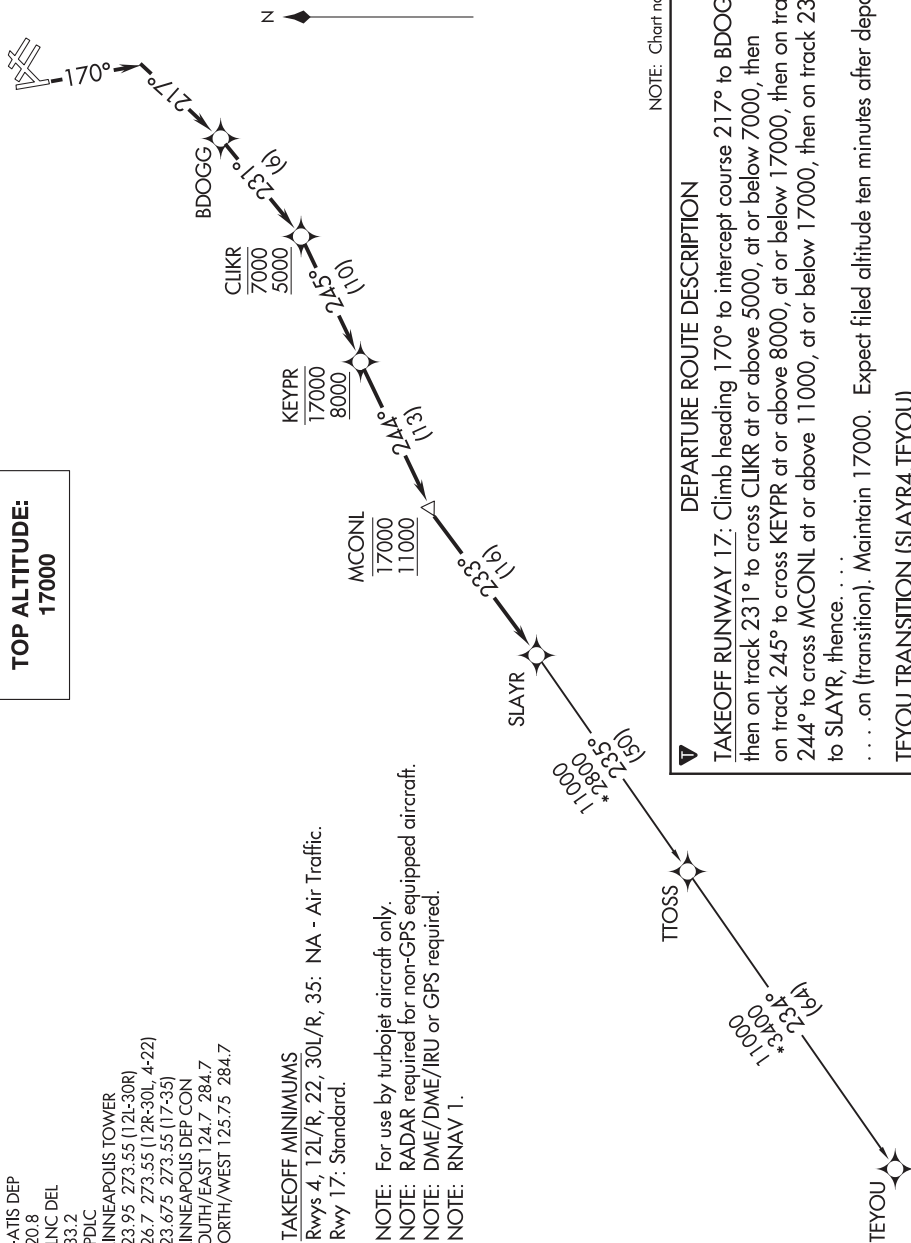
SCHEP ONE DEPARTURE  
(SCHEP1 .SCHEP) 08SEP22

MINNEAPOLIS, MINNESOTA  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

| DEPARTURE ROUTE DESCRIPTION  |  |
|--|--|
| <p><u>TAKEOFF ALL RUNWAYS:</u> Climb on assigned heading for RADAR vectors to assigned fix on MSP R-232, then on depicted route to SCHEP, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.</p> <p><u>ALL AIRCRAFT: ATC CROSSING RESTRICTIONS AND CLIMB GRADIENTS:</u> If unable to accept crossing restrictions and climb rates, advise ATC prior to taxi.</p> <p><u>RUNWAYS 12L/12R:</u> For assigned headings from 060° clockwise to 100°, cross MSP 7 DME Arc at or above 3500, RWY 12L: 540 feet per NM to 3500, RWY 12R: 542 feet per NM to 3500.</p> <p><u>RUNWAY 17:</u> For assigned headings from 230° clockwise to 285°, cross MSP 7 DME Arc at or above 3500, 512 feet per NM to 3500.</p> <p><u>RUNWAYS 30L/R:</u> For assigned headings from 220° clockwise to 360°, cross MSP 7 DME Arc at or above 3500, 380 feet per NM to 3500.</p> <p><u>RXANN TRANSITION (SCHEP1 .RXANN):</u> From over SCHEP INT on MSP R-232 to RXANN INT.</p> |  |

**TOP ALTITUDE:**  
**17000**

NOTE: For use by turbojet aircraft only.  
NOTE: RADAR required for non-GPS equipped aircraft.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 170° to intercept course 217° to BDOGG, then on track 231° to cross CLKR at or above 5000, at or below 7000, then on track 245° to cross KEYPR at or above 8000, at or below 17000, then on track 244° to cross MCONL at or above 11000, at or below 17000, then on track 233° to SLAYR; thence, . . .

TEYOU TRANSITION (SLAYR4.TEYOU)

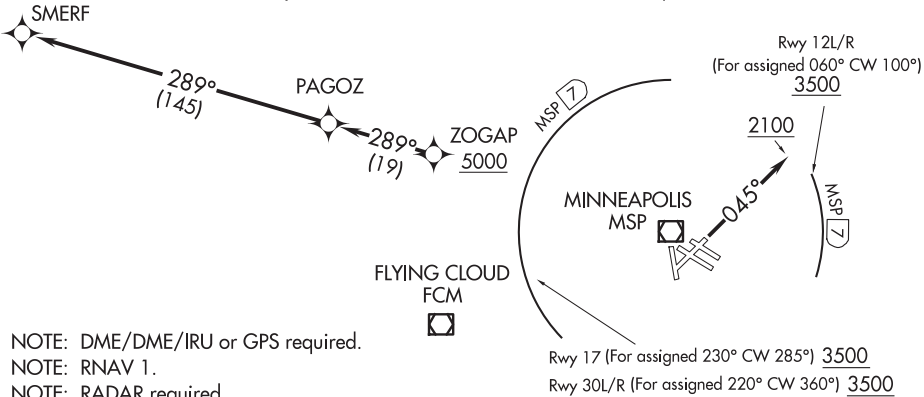
...on (transition). Maintain 17000. Expect filed altitude ten minutes after departure.

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

D-ATIS DEP  
120.8  
CLNC DEL  
133.2  
CPDLC  
MINNEAPOLIS TOWER  
123.95 273.55 (12L-30R)  
126.7 273.55 (12R-30L, 4-22)  
123.675 273.55 (17-35)  
MINNEAPOLIS DEP CON  
SOUTH/EAST 124.7 335.65  
NORTH/WEST 125.75 335.65

TAKEOFF MINIMUMS  
Rwys 4, 12R, 17, 22, 30L/R: Standard.  
Rwy 12L: 300-1½ or standard with minimum climb of 207' per NM to 1100,  
or alternatively, with standard takeoff minimums and a normal 200'  
per NM climb gradient, takeoff must occur no later than 1300' prior  
to DER.  
Rwy 35: Standard with minimum climb of 219' per NM to 2100.

TOP ALTITUDE:  
(JETS) 7000/  
(PROPS) 5000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 045° to 2100. Thence . . .

TAKEOFF RUNWAYS 12L/R: For assigned headings from 060° clockwise to 100°, cross MSP VOR/DME 7 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . .

TAKEOFF RUNWAY 17: For assigned headings from 230° clockwise to 285°, cross MSP VOR/DME 7 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . .

TAKEOFF RUNWAYS 22, 35: Climb on assigned heading for RADAR vectors. Thence . . .

TAKEOFF RUNWAYS 30L/R: For assigned headings from 220° clockwise to 360°, cross MSP VOR/DME 7 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . .

. . . expect RADAR vectors to cross ZOGAP at or above 5000, then on track 289° to PAGOZ and on track 289° to SMERF, turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude. Expect filed altitude/flight level ten minutes after departure.

WLSTN SEVEN DEPARTURE

NOTE: Chart not to scale.

NC-1, 12 JUN 2025 to 07 AUG 2025

(CONTINUED ON FOLLOWING PAGE)

**TOP ALTITUDE:**  
(JETS) 7000/  
(PROPS) 5000

MINNEAPOLIS DEP CON  
SOUTH/EAST 124.7 335.65  
NORTH/WEST 125.75 335.65  
D-ATIS DEP 120.8  
CLINC DEL 133.2  
CPDLC  
MINNEAPOLIS TOWER  
123.95 273.55 (12L-30R)  
126.7 273.55 (12R-30L, 4-22)  
123.675 273.55 (17-35)

GOPHER  
117.3 GE P : -  
Chan 120

MINNEAPOLIS  
15.3 MSP :--.  
Chan 100

FARMINGTON  
115.7 FGT   
Chan 104

## TAKEOFF MINIMUMS

Rwys 4, 12R, 17, 22, 30L/R: Standard.

Rwy 12L: 300-1½ or standard with minimum climb of 207' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

Rwy 35: Standard with minimum climb of 219' per NM to 2100.

GREEN BAY  
115.5 GRB  
Chen 102

DME aircraft Rwy 12L/12R  
(assigned 060° CW 100°)

Non-DME aircraft Rwys 12L/R  
(For assigned 060° CW 100°)  
3500

(assigned 230° CW 285°)  
3500

WLSTN SEVEN DEPARTURE

(WLSTN7.WLSTN) 17AUG17

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to GEP R-072 to WLSTN/GEP 102 DME. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude. Thence . . . .

DME EQUIPPED AIRCRAFT RUNWAYS 12L/R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure, thence . . . .

NON-DME EQUIPPED AIRCRAFT RUNWAYS 12L/R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure, thence . . . .

TAKEOFF RUNWAY 17: For assigned headings from 230° clockwise to 285° cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure, thence . . . .

TAKEOFF RUNWAYS 30L/R: For assigned headings from 220° clockwise to 360° cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure, thence . . . .

TAKEOFF RUNWAYS 4, 22, 35: Initially assigned heading, thence . . . .

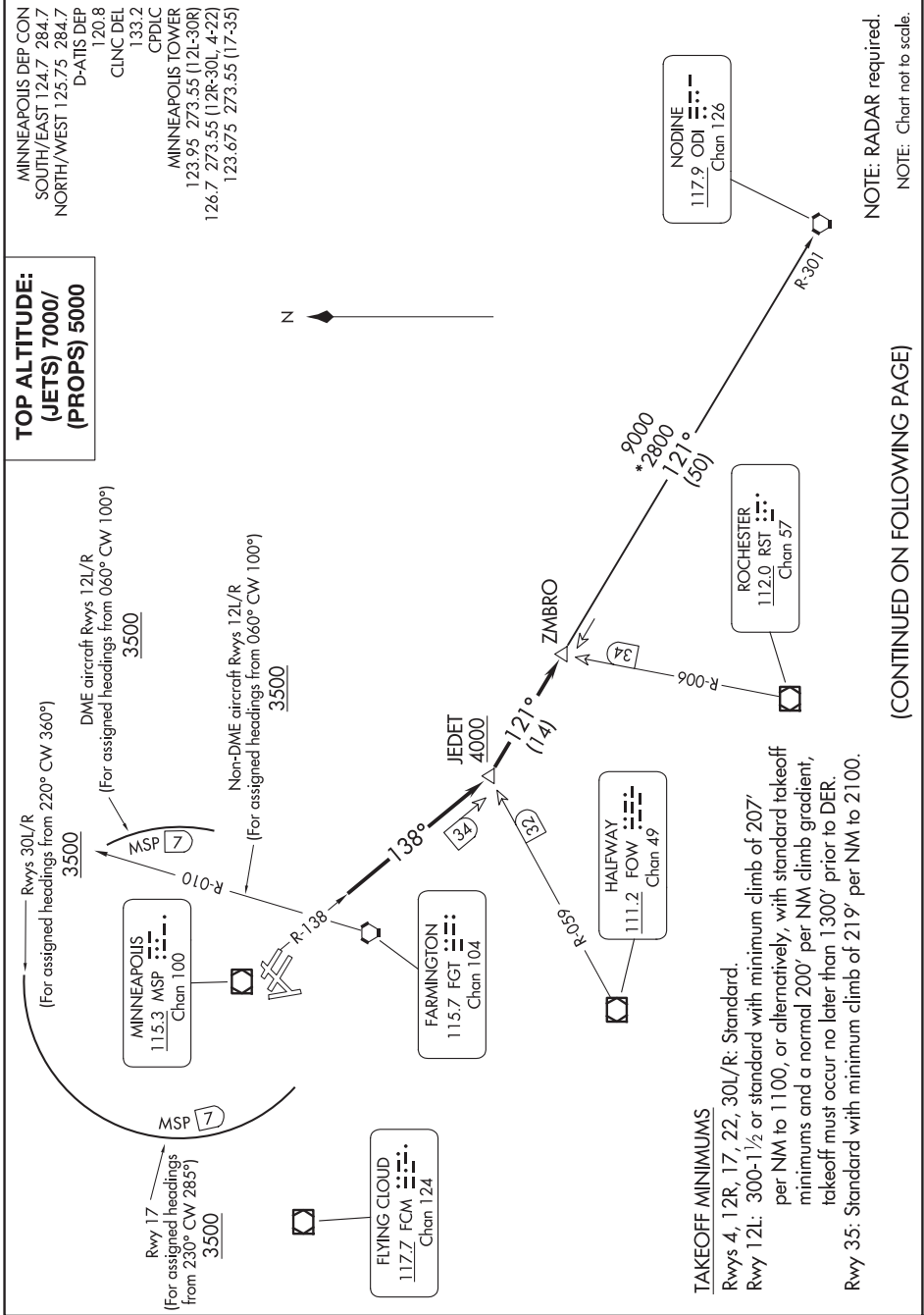
. . . .on assigned transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

GREEN BAY TRANSITION (WLSTN7.GRB): From over WLSTN on GRB R-295 to GRB VORTAC.

(ZMBRO7.ZMBRO) 23334  
ZMBRO SEVEN DEPARTURE

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
AL-264 (FAA) MINNEAPOLIS, MINNESOTA

NC-1, 12 JUN 2025 to 07 AUG 2025



ZMBRO SEVEN DEPARTURE  
(ZMBRO7.ZMBRO) 17AUG17

MINNEAPOLIS, MINNESOTA  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

NC-1, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to MSP R-138 to cross JEDET INT/MSP 34 DME, at or above 4000; then on ODI R-301 to ZMBRO INT/ODI 50 DME. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude, thence. . . .

DME EQUIPPED AIRCRAFT RUNWAYS 12L/R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure, thence. . . .

NON-DME EQUIPPED AIRCRAFT RUNWAYS 12L/R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure, thence. . . .

TAKEOFF RUNWAY 17: For assigned headings from 230° clockwise to 285°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure, thence. . . .

TAKEOFF RUNWAYS 30L/R: For assigned headings from 220° clockwise to 360°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure, thence. . . .

TAKEOFF RUNWAYS 4, 22, 35: Initially assigned heading. Thence. . . .

. . . .on assigned transition or route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

NODINE TRANSITION (ZMBRO7.ODI): From over ZMBRO on ODI R-301 to ODI VORTAC.

MINOT, NORTH DAKOTA


AL-635 (FAA)

21280

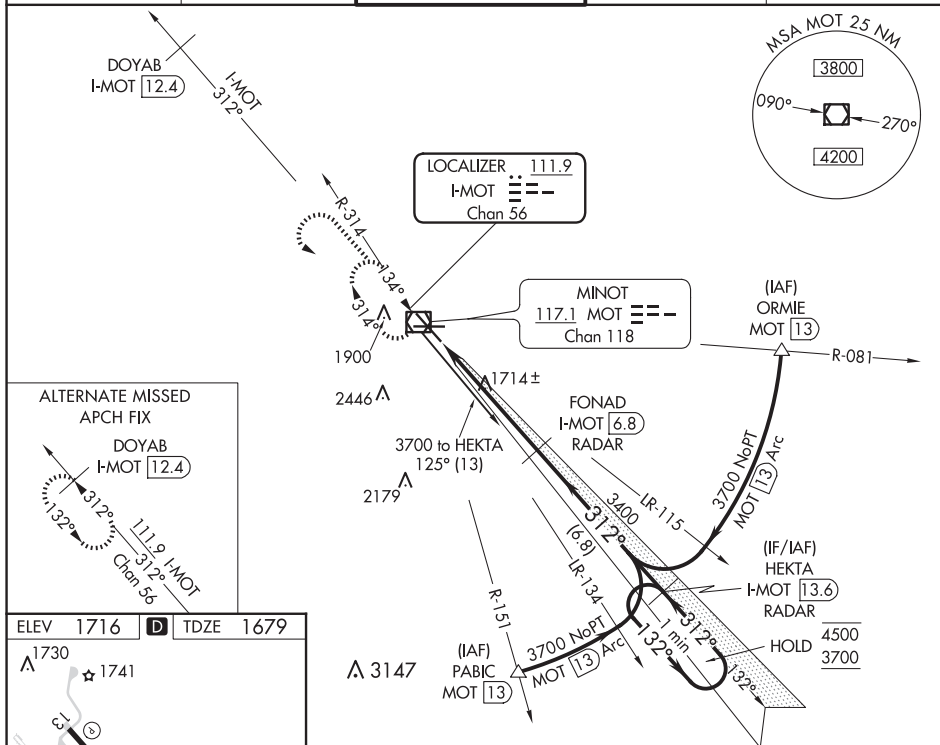
|   |                        |                             |   |
|---|------------------------|-----------------------------|---|
| LOC/DME I-MOT<br><b>111.9</b><br>Chan <b>56</b> | APP CRS<br><b>312°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7700</b><br><b>1679</b><br><b>1716</b> |
|---|------------------------|-----------------------------|---|

# ILS or LOC RWY 31

## MINOT INTL (MOT)

|   |  |   |
|---|--|---|
| DME or RADAR required.  | MALSR<br> | MISSED APPROACH:<br>Climb to 3700 then left<br>turn direct MOT<br>VOR/DME and hold. |
| <p>For Inop ALS, increase S-ILS 31 Cat E visibility to RVR 4000, and S-LOC 31 Cat C, D and E visibility to RVR 4500.</p> <p>Autopilot coupled approach NA below 2500.</p> |  |   |

|                        |                                       |   |                         |                         |
|------------------------|---------------------------------------|---|-------------------------|-------------------------|
| ASOS<br><b>118.725</b> | MINOT APP CON *<br><b>119.6 363.8</b> | MAGIC CITY TOWER *<br><b>118.2 (CTAF) 0 251.125</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|------------------------|---------------------------------------|---|-------------------------|-------------------------|



ELEV **1716** **D** TDZE **1679**

1730  
1741  
7700 X 130  
6348 X 100  
0.9% UP  
TWR 1784  
312° 5.2 NM from FAF

REIL Rwy 13  
REIL Rws 8 and 26  
HIRL Rws 8-26 and 13-31

FAF to MAP 5.2 NM

| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

MINOT, NORTH DAKOTA

Amdt 10C 07OCT21

48°15'N-101°17'W

# ILS or LOC RWY 31



## MINOT INTL (MOT)

|             |                       |                                       |                                     |                            |  |
|-------------|-----------------------|---------------------------------------|-------------------------------------|----------------------------|--|
| 3700<br>↑   | MOT<br>               | Use I-MOT DME when on the LOC course. |                                     |                            |  |
|             |                       | FONAD<br>I-MOT <u>6.8</u><br>RADAR    | HEKTA<br>I-MOT <u>13.6</u><br>RADAR | One Minute Holding Pattern |  |
| * LOC only. | I-MOT *<br><u>2.5</u> |                                       |                                     |                            |  |

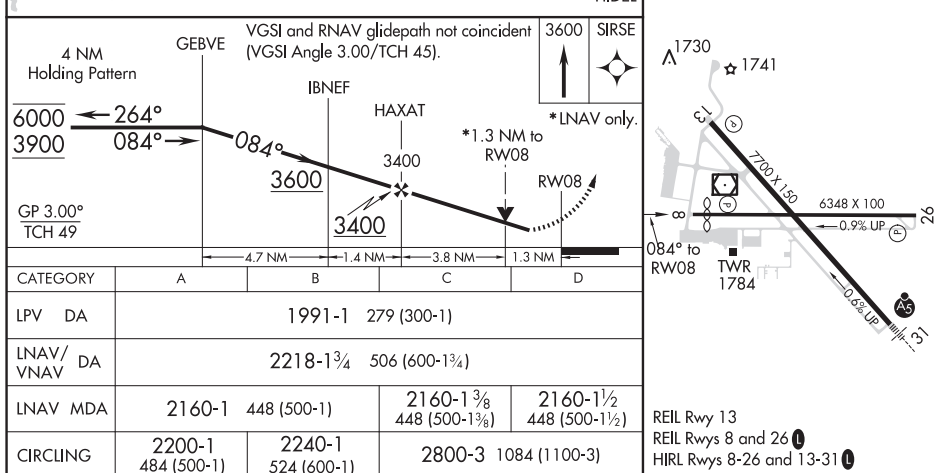
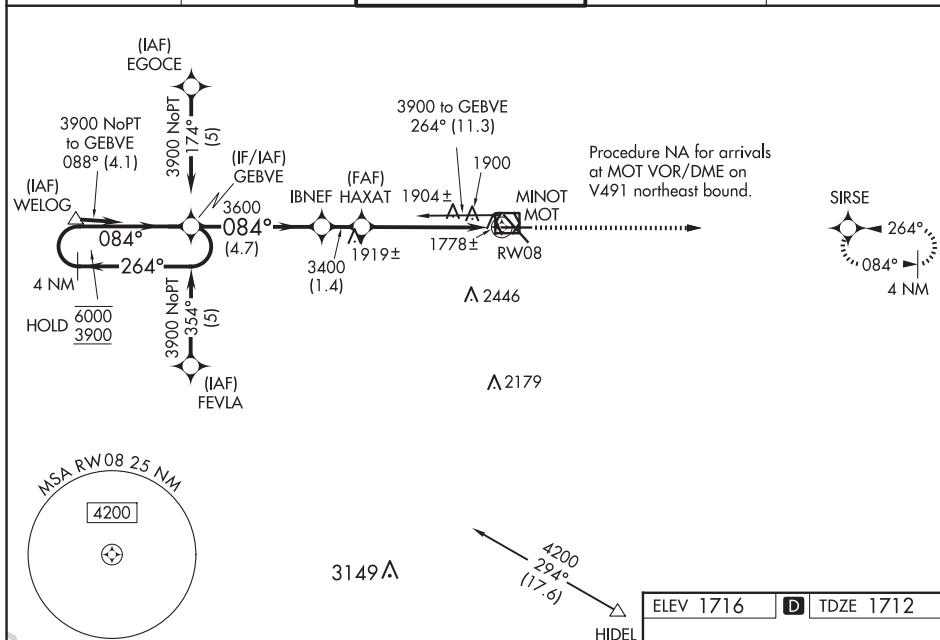
NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>97616</b><br><b>W08A</b> | APP CRS<br><b>084°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5955</b><br><b>1712</b><br><b>1716</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 8  
MINOT INTL (MOT)

|   |  |   |
|---|--|---|
| RNP APCH.   |  |   |
|  | Rwy 8 helicopter visibility reduction below $\frac{3}{4}$ SM NA.<br>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. | MISSED APPROACH:<br>Climb to 3600 direct<br>SIRSE and hold. |
|  |  |   |

|                 |                                |  |                  |                  |
|-----------------|--------------------------------|--|------------------|------------------|
| ASOS<br>118.725 | MINOT APP CON ★<br>119.6 363.8 | MAGIC CITY TOWER ★<br>118.2 (CTAF) 0 251.125 | GND CON<br>121.9 | UNICOM<br>122.95 |
|-----------------|--------------------------------|--|------------------|------------------|



## RNAV (GPS) RWY 8

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>70399</b><br><b>W13A</b> | APP CRS<br><b>132°</b> | Rwy Idg <b>7700</b><br>TDZE <b>1702</b><br>Apt Elev <b>1716</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13  
MINOT INTL (MOT)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA  
**A** below -18°C or above 54°C.

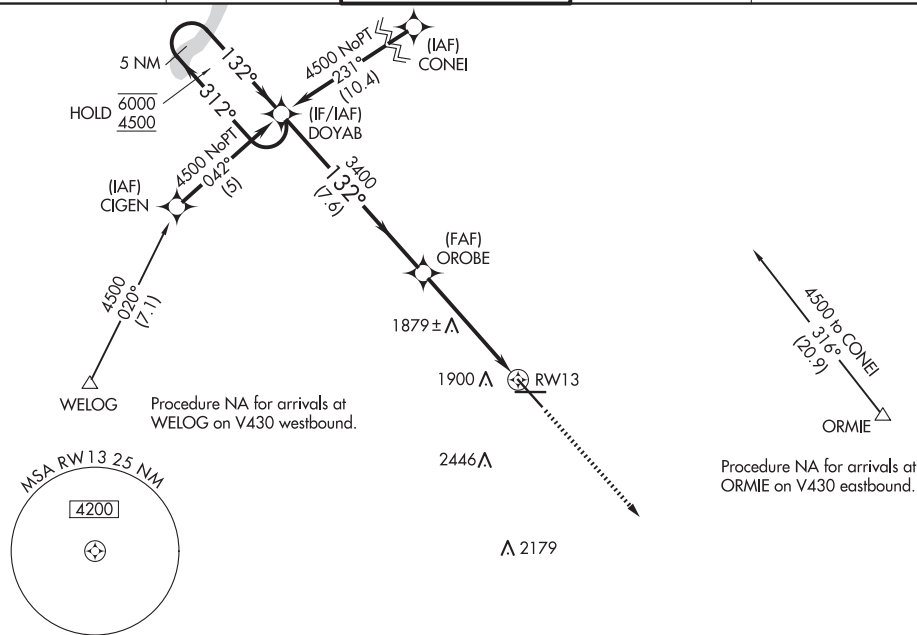
MISSED APPROACH: Climb to 4000  
direct HEKTA and hold.

ASOS  
118.725

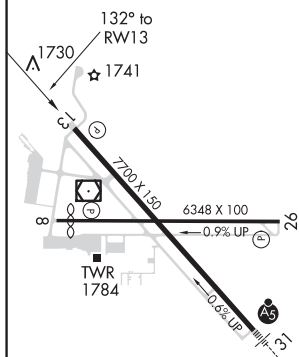
MINOT APP CON ★  
119,6 363,8

MAGIC CITY TOWER★  
118.2 (CTAF) 251.125

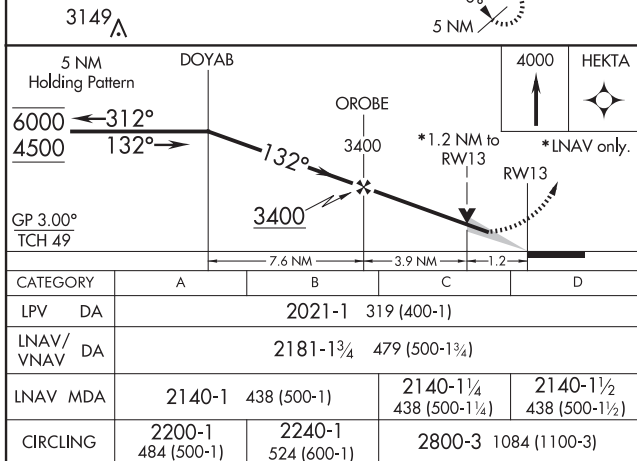
GND CON  
121.9

UNICOM  
122.95

|           |          |           |
|-----------|----------|-----------|
| ELEV 1716 | <b>D</b> | TDZE 1702 |
|-----------|----------|-----------|



REIL Rwy 13  
REIL Rwy 8 and 26 **L**  
HRL Rwy 8-26 and 13-31 **L**



Amdt 1E 07OCT21

48°15'N-101°17'W

MINOT INTL (MOT)

RNAV (GPS) RWY 13

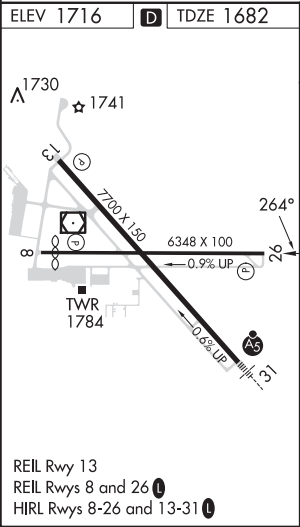
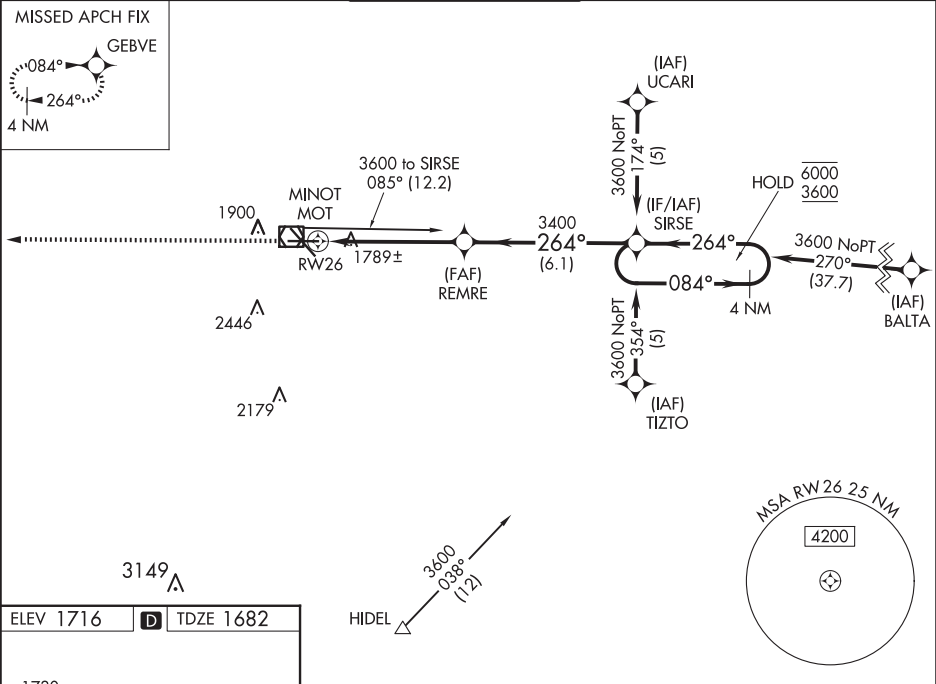
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56516</b><br><b>W26A</b> | APP CRS<br><b>264°</b> | Rwy Idg<br>TDZE <b>1682</b><br>Apt Elev <b>1716</b> |
|--|------------------------|---|

RNAV (GPS) RWY 26

MINOT INTL (MOT)

|           |   |
|-----------|---|
| RNP APCH. | MISSED APPROACH: Climb to 3900 direct GEBVE and hold. |
|-----------|---|

|                        |                                       |   |                         |                         |
|------------------------|---------------------------------------|---|-------------------------|-------------------------|
| ASOS<br><b>118.725</b> | MINOT APP CON ★<br><b>119.6 363.8</b> | MAGIC CITY TOWER ★<br><b>118.2 (CTAF) 0 251.125</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|------------------------|---------------------------------------|---|-------------------------|-------------------------|



|                           |                    |                    |                       |                      |
|---------------------------|--------------------|--------------------|-----------------------|----------------------|
| 3900                      | GEBVE              | REMR               | SIRSE                 | 4 NM Holding Pattern |
| *LNAV only. *1 NM to RW26 |                    |                    |                       |                      |
| GP 3.00° TCH 50           |                    |                    |                       |                      |
| CATEGORY                  | A                  | B                  | C                     | D                    |
| LPV DA                    | 1932-1 250 (300-1) |                    |                       |                      |
| LNAV/VNAV DA              | 1932-1 250 (300-1) |                    |                       |                      |
| LNAV MDA                  | 2040-1 358 (400-1) |                    | 2040-1 358 (400-1 35) |                      |
| CIRCLING                  | 2200-1 484 (500-1) | 2240-1 524 (600-1) | 2800-3 1084 (1100-3)  |                      |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

MINOT, NORTH DAKOTA

AL-635 (FAA)

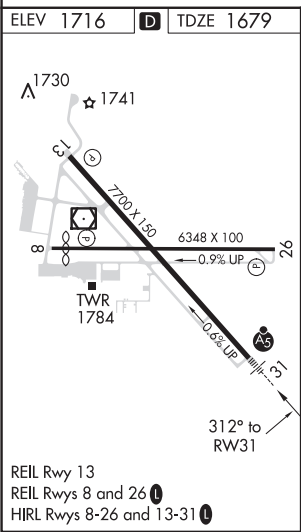
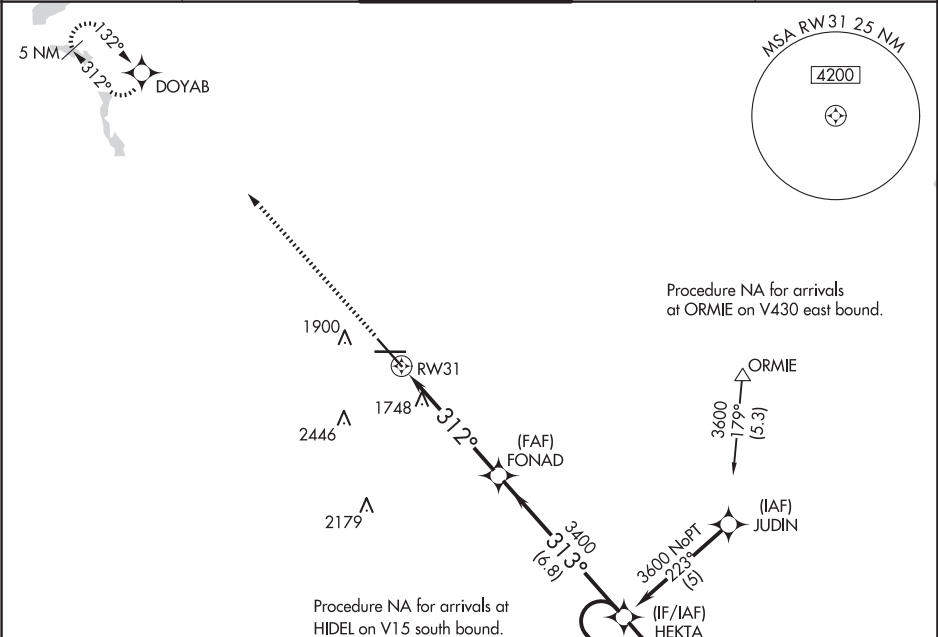
21280

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>66099</b><br><b>W31A</b> | APP CRS<br><b>312°</b> | Rwy Idg<br>TDZE <b>1679</b><br>Apt Elev <b>1716</b> |
|--|------------------------|---|

RNAV (GPS) RWY 31  
MINOT INTL (MOT)

|   |             |   |
|---|-------------|---|
| RNP APCH.<br>V A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS increase LNAV/VNAV visibility to RVR 4500. | MALSR<br>AS | MISSED APPROACH: Climb to 4500 direct DOYAB and hold. |
|---|-------------|---|

|                        |                                       |  |                         |                         |
|------------------------|---------------------------------------|--|-------------------------|-------------------------|
| ASOS<br><b>118.725</b> | MINOT APP CON *<br><b>119.6 363.8</b> | MAGIC CITY TOWER *<br><b>118.2(CTAF) 251.125</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|------------------------|---------------------------------------|--|-------------------------|-------------------------|



|                         |                 |           |
|-------------------------|-----------------|-----------|
| ELEV 1716               | D               | TDZE 1679 |
| 4500                    | DOYAB           | HEKTA     |
| *LNAV only              | *0.9 NM to RW31 |           |
| RW31                    | FONAD           | HEKTA     |
| 312°                    | 313°            | 133°      |
| 0.9 NM                  | 4.3 NM          | 6.8 NM    |
| 3400                    | 3400            | 3600      |
| 312°                    | 313°            | 133°      |
| 5 NM                    | 5 NM            | 5 NM      |
| 312° to RW31            |                 |           |
| REIL Rwy 13             |                 |           |
| REIL Rwy 8 and 26       |                 |           |
| HIRL Rwy 8-26 and 13-31 |                 |           |
| MINOT, NORTH DAKOTA     |                 |           |
| Amdt 1D 07OCT21         |                 |           |
| 48°15'N-101°17'W        |                 |           |
| MINOT INTL (MOT)        |                 |           |
| RNAV (GPS) RWY 31       |                 |           |

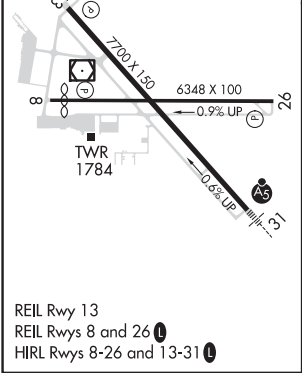
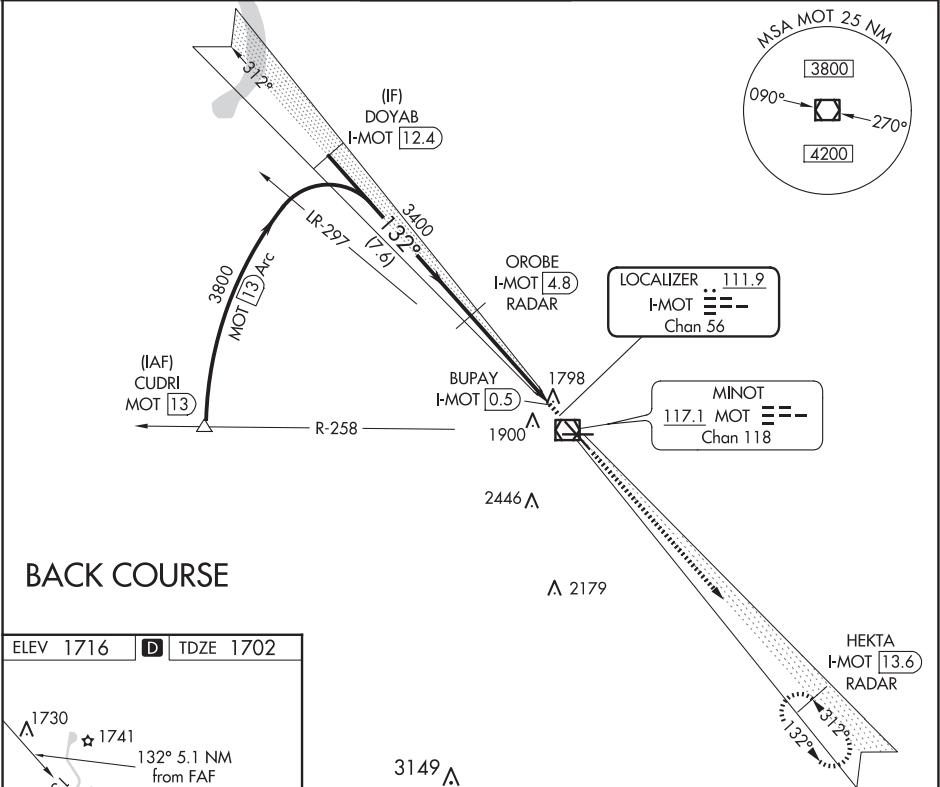


|   |                        |   |
|---|------------------------|---|
| LOC/DME I-MOT<br><b>111.9</b><br>Chan <b>56</b> | APP CRS<br><b>132°</b> | Rwy Idg <b>7700</b><br>TDZE <b>1702</b><br>Apt Elev <b>1716</b> |
|---|------------------------|---|

LOC BC RWY 13  
MINOT INTL (MOT)

|              |  |
|--------------|--|
| DME required | MISSED APPROACH: Climb to 3700 on I-MOT<br>SE course to HEKTA/I-MOT 13.6 DME/RADAR and hold. |
|--------------|--|

|                        |                                       |   |                         |                         |
|------------------------|---------------------------------------|---|-------------------------|-------------------------|
| ASOS<br><b>118.725</b> | MINOT APP CON ★<br><b>119.6 363.8</b> | MAGIC CITY TOWER ★<br><b>118.2 (CTAF) 0 251.125</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|------------------------|---------------------------------------|---|-------------------------|-------------------------|



|   |                    |                    |                      |
|---|--------------------|--------------------|----------------------|
| Disregard glide slope indications.<br>Use I-MOT DME when on LOC course. |                    |                    |                      |
| DOYAB I-MOT 12.4  | 3800               | 3400               | 3700                 |
| OROBE I-MOT 4.8 RADAR   | 132°               | 3.05° TCH 49       | HEKTA I-MOT 13.6     |
| BUPAY I-MOT 0.5   | 7.6 NM             | 4.3 NM             | 0.8 NM               |
| CATEGORY  | A                  | B                  | C                    |
| S-LOC 13  | 2060-1 358 (400-1) |                    |                      |
| CIRCLING  | 2200-1 484 (500-1) | 2240-1 524 (600-1) | 2800-3 1084 (1100-3) |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

MINOT, NORTH DAKOTA

AL-635 (FAA)

21280

|             |         |          |      |
|-------------|---------|----------|------|
| VOR/DME MOT | APP CRS | Rwy Idg  | 5955 |
| 117.1       | 067°    | TDZE     | 1712 |
| Chan 118    |         | Apt Elev | 1716 |

VOR RWY 8  
MINOT INTL (MOT)

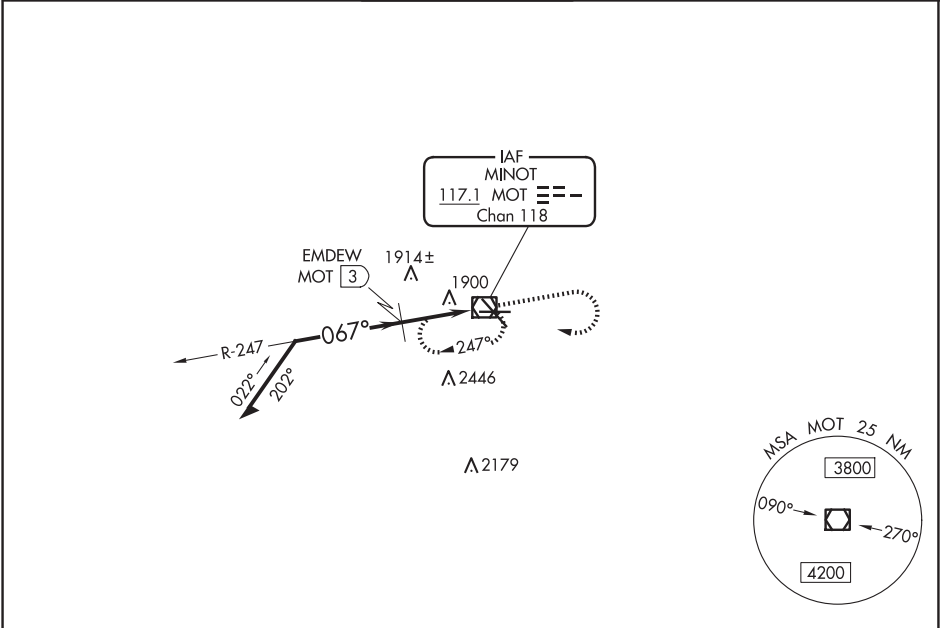
▼

▲

Rwy 8 helicopter visibility reduction below ¾ NA.

MISSED APPROACH: Climb to 3800 then right turn direct MOT VOR/DME and hold.

|                 |                                |  |                  |                  |
|-----------------|--------------------------------|--|------------------|------------------|
| ASOS<br>118.725 | MINOT APP CON ★<br>119.6 363.8 | MAGIC CITY TOWER ★<br>118.2 (CTAF) 251.125 | GND CON<br>121.9 | UNICOM<br>122.95 |
|-----------------|--------------------------------|--|------------------|------------------|



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).

Remain within 10 NM

3800 247° 067° 2760 3.26° TCH 49 1.6 NM 1.3

MOT VOR/DME

MOT 3

MOT 1.4

3800

3800

3800

| CATEGORY           | A                         | B                         | C                       | D                       |
|--------------------|---------------------------|---------------------------|-------------------------|-------------------------|
| S-8                | 2760-1¼<br>1048 (1100-1¼) | 2760-1½<br>1048 (1100-1½) | 2760-3                  | 1048 (1100-3)           |
| CIRCLING           | 2760-1¼<br>1044 (1100-1¼) | 2760-1½<br>1044 (1100-1½) | 2800-3                  | 1084 (1100-3)           |
| EMDEW FIX MINIMUMS |                           |                           |                         |                         |
| S-8                | 2180-1                    | 468 (500-1)               | 2180-1⅜<br>468 (500-1⅜) | 2180-1½<br>468 (500-1½) |
| CIRCLING           | 2200-1<br>484 (500-1)     | 2240-1<br>524 (600-1)     | 2800-3                  | 1084 (1100-3)           |

ELEV 1716 D TDZE 1712

1730 1741

13

7700 X 150

6348 X 100

0.9% UP

26

067° to VOR/DME

TWR 1784

AS

31

REIL Rwy 13

REIL Rws 8 and 26

HIRL Rws 8-26 and 13-31

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

MINOT, NORTH DAKOTA  
Amdt 11B 07OCT21

48°15'N-101°17'W

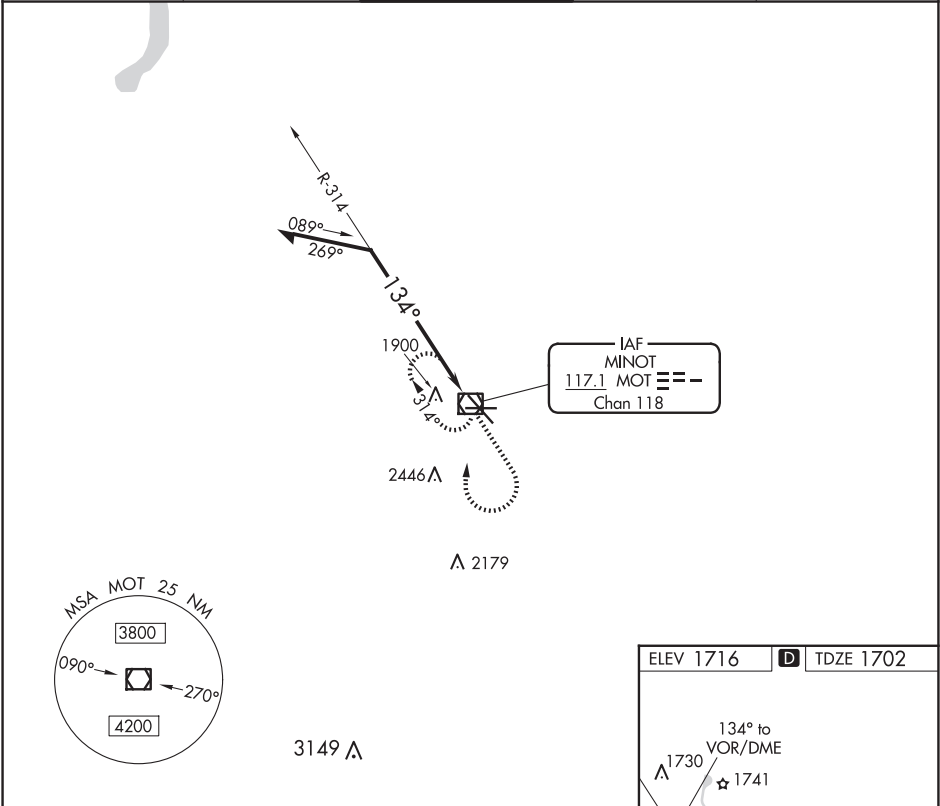
MINOT INTL (MOT)  
VOR RWY 8

|  |                        |   |
|--|------------------------|---|
| VOR/DME MOT<br><b>117.1</b><br>Chan <b>118</b> | APP CRS<br><b>134°</b> | Rwy Idg<br>TDZE <b>1702</b><br>Apt Elev <b>1716</b> |
|--|------------------------|---|

VOR RWY 13  
MINOT INTL (MOT)

MISSED APPROACH: Climb to 3500 then right turn direct MOT VOR/DME and hold.

|                        |                                       |   |                         |                         |
|------------------------|---------------------------------------|---|-------------------------|-------------------------|
| ASOS<br><b>118.725</b> | MINOT APP CON ★<br><b>119.6 363.8</b> | MAGIC CITY TOWER ★<br><b>118.2 (CTAF) 251.125</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|------------------------|---------------------------------------|---|-------------------------|-------------------------|



Remain within 10 NM

MOT VOR/DME

MOT 1.7

3500

134°

314°

1.4 NM

| CATEGORY | A                     | B                     | C  | D  |
|----------|-----------------------|-----------------------|--|--|
| S-13     | 2200-1                | 498 (500-1)           | 2200-1 $\frac{3}{8}$<br>498 (500-1 $\frac{3}{8}$ ) | 2200-1 $\frac{1}{2}$<br>498 (500-1 $\frac{1}{2}$ ) |
| CIRCLING | 2200-1<br>484 (500-1) | 2240-1<br>524 (600-1) | 2800-3   | 1084 (1100-3)                                      |

ELEV 1716

TDZE 1702

134° to VOR/DME

1730

1741

7700 X 150

6348 X 100

0.9% UP

0.5% UP

26

AS 51

TWR 1784

REIL Rwy 13

REIL Rws 8 and 26

HIRL Rws 8-26 and 13-31

NC-1, 12 JUN 2025 to 07 AUG 2025

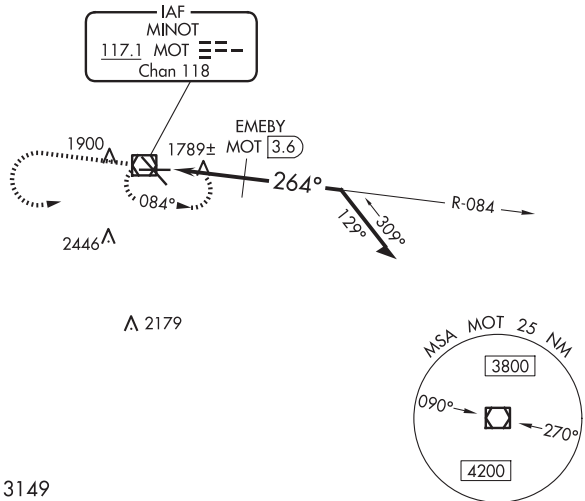
NC-1, 12 JUN 2025 to 07 AUG 2025

MINOT, NORTH DAKOTA

|  |                        |   |
|--|------------------------|---|
| VOR/DME MOT<br><b>117.1</b><br>Chan <b>118</b> | APP CRS<br><b>264°</b> | Rwy Idg <b>6348</b><br>TDZE <b>1682</b><br>Apt Elev <b>1716</b> |
|--|------------------------|---|

VOR RWY 26  
MINOT INTL (MOT)

|  |                                |   |  |                  |
|--|--------------------------------|---|--|------------------|
| <div><div><div>V</div><div>A</div></div></div> |                                |   | MISSED APPROACH: Climb to 3600 then left turn direct MOT VOR/DME and hold. |                  |
| ASOS<br>118.725                                | MINOT APP CON ★<br>119.6 363.8 | MAGIC CITY TOWER ★<br>118.2(CTAF) 0 251.125 | GND CON<br>121.9   | UNICOM<br>122.95 |



ELEV 1716

TDZE 1682

1730

1741

13

8

7700 X 150

6348 X 100

0.9% UP

0.6% UP

264° to VOR/DME

26

TWR 1784

REIL Rwy 13

REIL Rwys 8 and 26

HIRL Rwys 8-26 and 13-31

3149  
△

3600  
↑

MOT  
VOR/DME  
3500

084°

Remain within 10 NM

VGS and descent angles not coincident  
(VGS Angle 3.00/TCH 49).

EMEBY  
MOT 3.6  
3400

264°

2540

2.91°

TCH 50

1 NM 1.6 NM

MINOT, NORTH DAKOTA  
Amdt 13B 07OCT21

48°15'N-101°17'W

MINOT INTL (MOT)  
VOR RWY 26

NC-1, 12 JUN 2025 to 07 AUG 2025

MINOT, NORTH DAKOTA

AL-635 (FAA)

22055

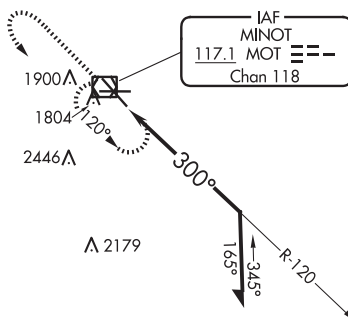
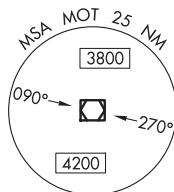
|  |                        |   |
|--|------------------------|---|
| VOR/DME MOT<br><b>117.1</b><br>Chan <b>118</b> | APP CRS<br><b>300°</b> | Rwy Idg <b>7700</b><br>TDZE <b>1679</b><br>Apt Elev <b>1716</b> |
|--|------------------------|---|

VOR RWY 31  
MINOT INTL (MOT)

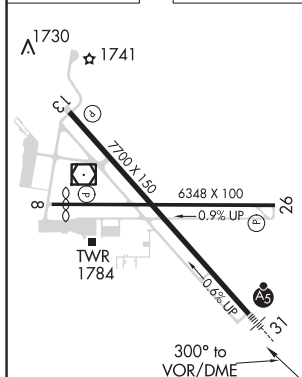


**MISSED APPROACH:** Climb to 3500 then left turn direct  
MOT VOR/DME and hold.


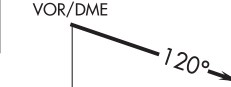
|                 |                                |  |                  |                  |
|-----------------|--------------------------------|--|------------------|------------------|
| ASOS<br>118.725 | MINOT APP CON ★<br>119.6 363.8 | MAGIC CITY TOWER ★<br>118.2 (CTAF) 0 251.125 | GND CON<br>121.9 | UNICOM<br>122.95 |
|-----------------|--------------------------------|--|------------------|------------------|



|           |          |           |
|-----------|----------|-----------|
| ELEV 1716 | <b>D</b> | TDZE 1679 |
|-----------|----------|-----------|



3149  
△

|   |                       |                       |                        |                         |
|---|-----------------------|-----------------------|------------------------|-------------------------|
| <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">3500<br/>↑</div> <div style="border: 1px solid black; padding: 5px; text-align: center;">  </div> </div> <div style="text-align: center; margin-top: 20px;">  </div> |                       |                       |                        |                         |
| CATEGORY  | A                     | B                     | C                      | D                       |
| S-31  | 2200/24               | 521 (500-½)           | 2200/55<br>521 (500-1) | 2200/60<br>521 (500-1¼) |
| CIRCLING  | 2200-1<br>484 (500-1) | 2240-1<br>524 (600-1) | 2800-3                 | 1084 (1100-3)           |

MINOT, NORTH DAKOTA

Amdt 11B 07OCT21

48°15'N-101°17'W

413

MINOT INTL (MOT)  
VOR RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

25107

## AIRPORT DIAGRAM

AL-635 (FAA)

MINOT INTL (MOT)  
MINOT, NORTH DAKOTA

ASOS

118.725

MAGIC CITY TOWER ★

118.2 251.125

GND CON

121.9

D

48°16'N

ELEV  
1702

132.4°

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GENERAL AVIATION RAMP

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COMMERCIAL AVIATION RAMP

TERMINAL

TWR 1784

AIR CARGO RAMP

HANGARS

AIRPORT MAINTENANCE

ELEV 1716

084.2°

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RWY 08-26  
PCR 320 F/C/X/T  
S-81, D-118, 2D-186  
RWY 13-31  
PCR 500 R/C/W/T  
S-120, D-162, 2D-262

7700 X 150

6348 X 100

ELEV 1658

264.3°

0.9% UP

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CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

48°15'N

101°17'W

101°16'W

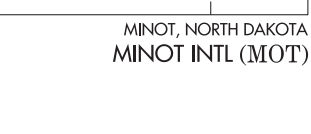
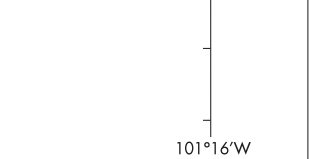
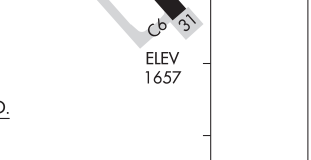
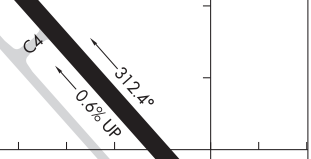
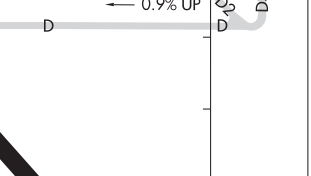
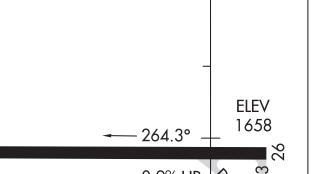
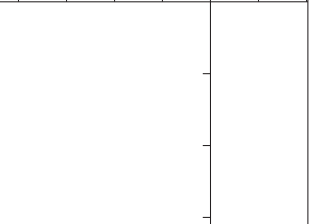
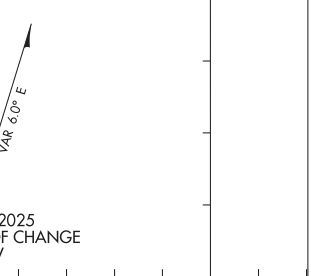
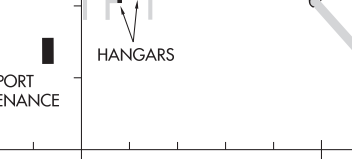
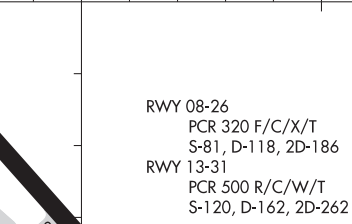
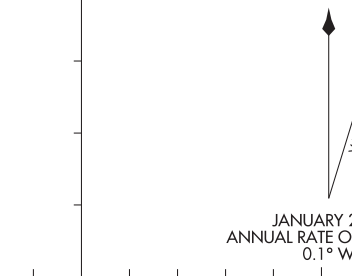
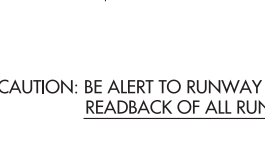
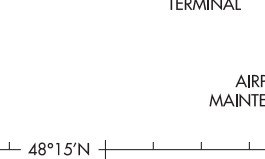
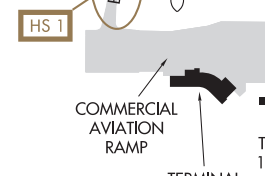
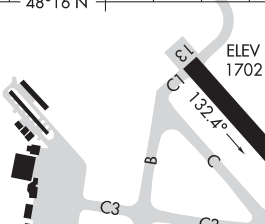
## AIRPORT DIAGRAM

25107

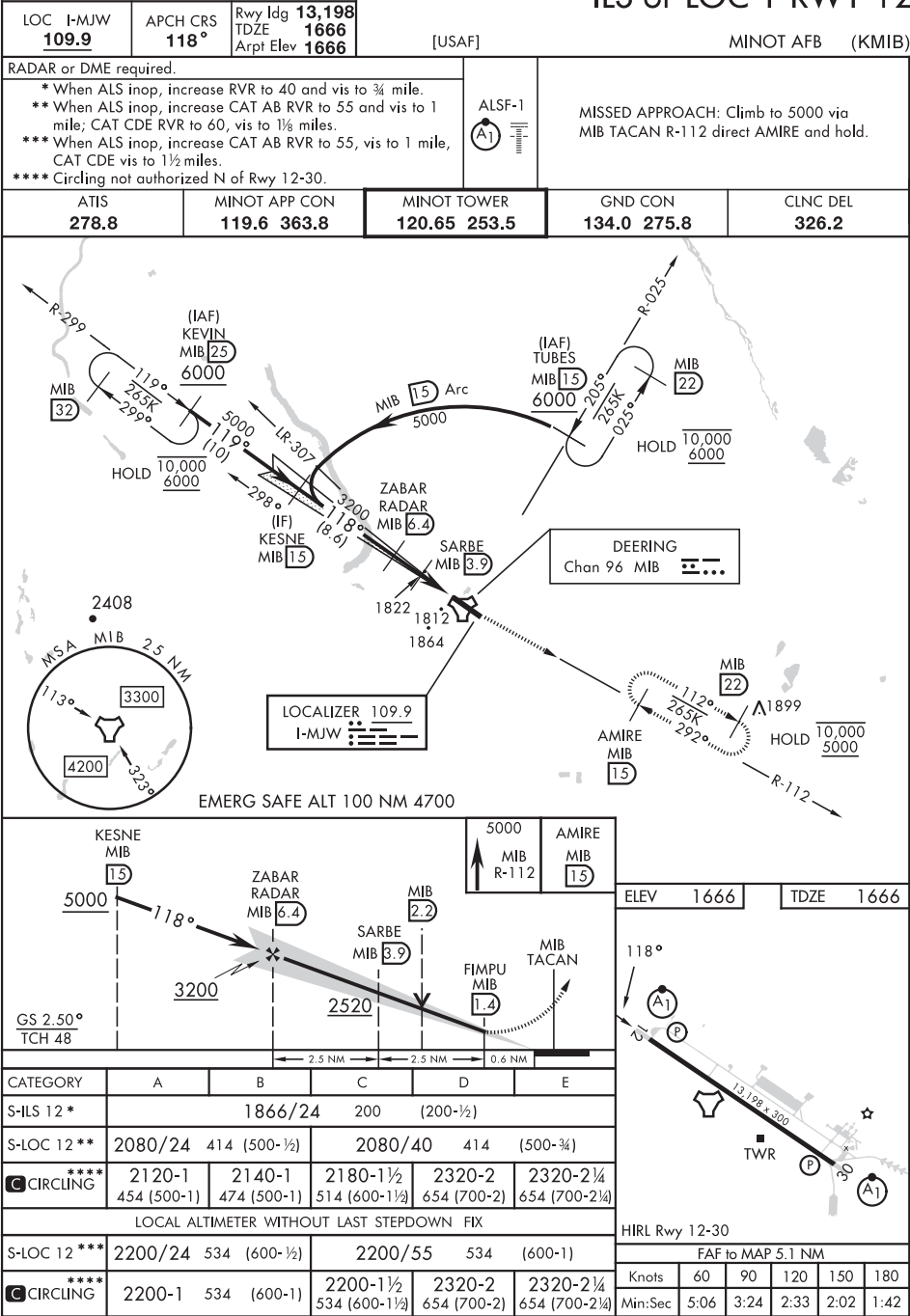
MINOT, NORTH DAKOTA  
MINOT INTL (MOT)

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

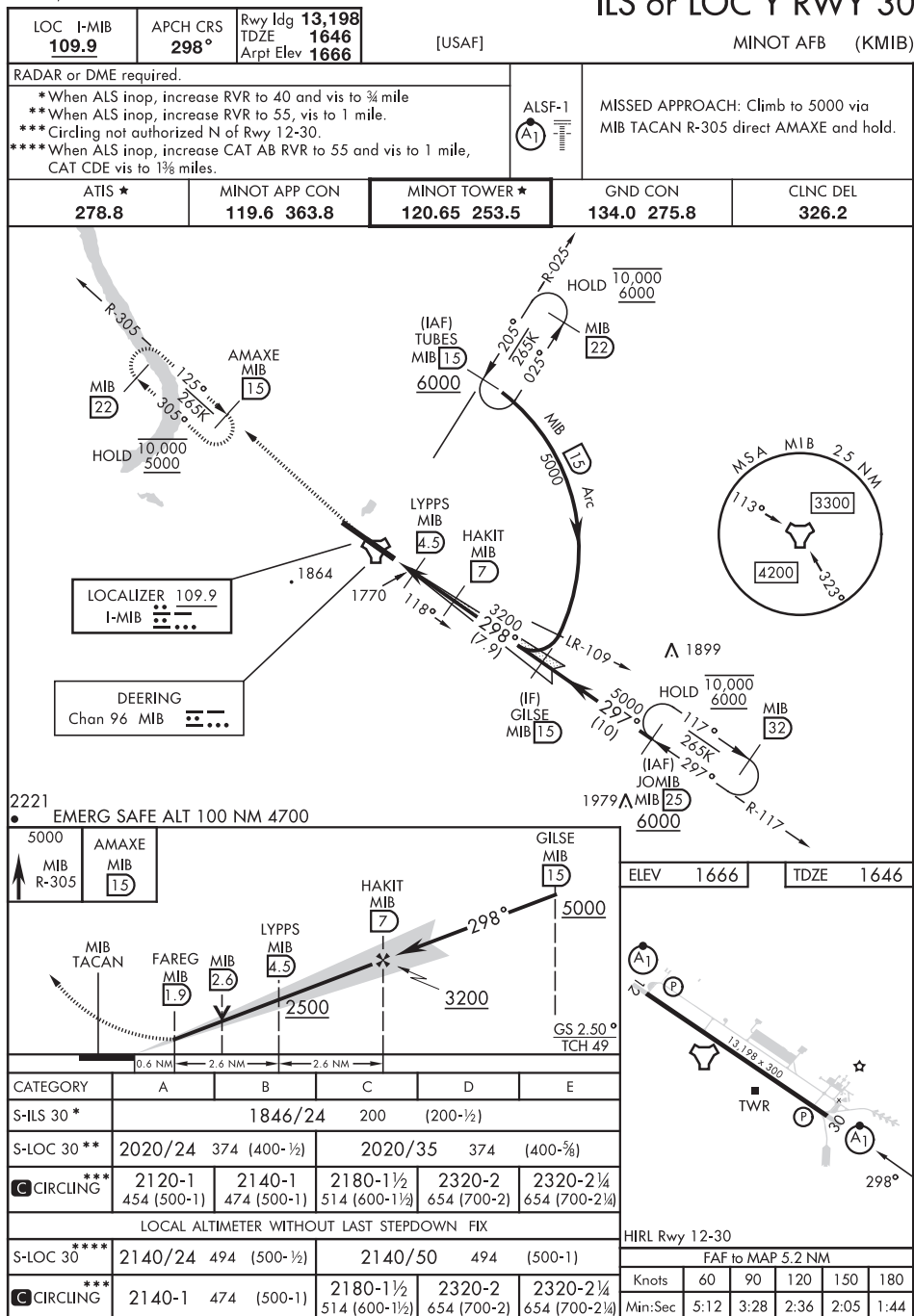


ILS or LOC Y RWY 12



MINOT, NORTH DAKOTA

ILS or LOC Y RWY 30



MINOT, NORTH DAKOTA

48° 25'N-101° 21'W

MINOT AFB (KMIB)

Amdt 2 16MAY24

ILS or LOC Y RWY 30



MINOT, NORTH DAKOTA

RNAV (GPS) Y RWY 12

|                          |                  |   |
|--------------------------|------------------|---|
| WAAS<br>CH 51051<br>W12B | APCH CRS<br>118° | Rwy ldg<br>THRE 13,198<br>Arprt Elev 1666 |
|--------------------------|------------------|---|

- (USAF)

MINOT AFB (KMIB)

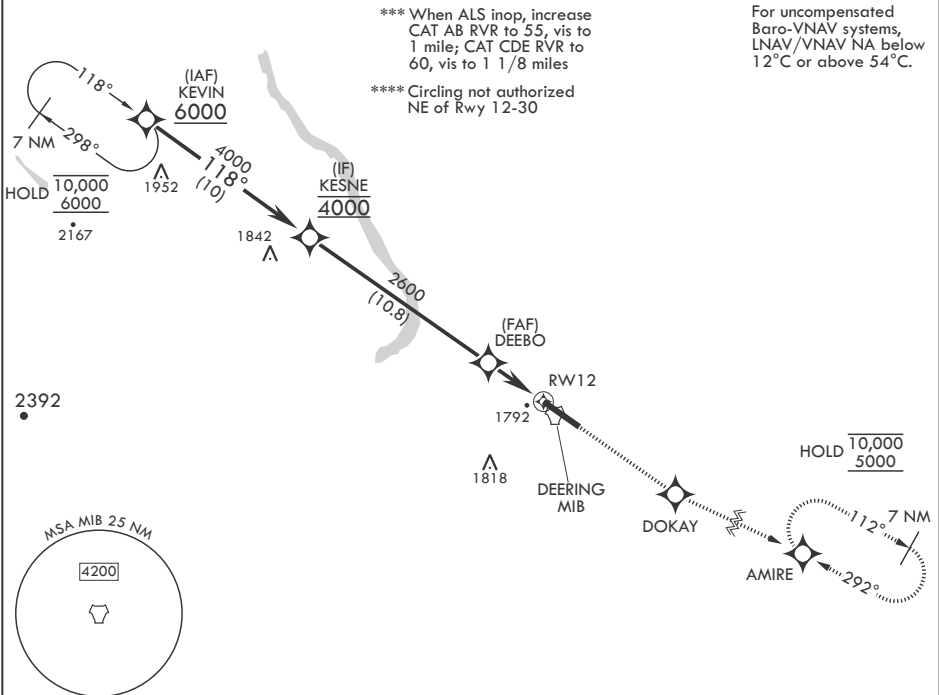
RNP APCH-GPS

\* When ALS inop, increase RVR to 40, vis to 3/4 mile.  
\*\* When ALS inop, increase RVR to 60, vis to 1 1/8 miles.



MISSED APPROACH: Climb to 5000 direct DOKAY, track 108° to AMIRE and hold.

|                |                        |                        |                        |                   |
|----------------|------------------------|------------------------|------------------------|-------------------|
| ATIS★<br>278.8 | APP CON<br>119.6 363.8 | TOWER★<br>120.65 253.5 | GND CON<br>134.0 275.8 | CLNC DEL<br>326.2 |
|----------------|------------------------|------------------------|------------------------|-------------------|



EMERG SAFE ALT 100 NM 4800

|                    |                    |                       |                        |                    |                        |        |      |       |         |       |           |           |
|--------------------|--------------------|-----------------------|------------------------|--------------------|------------------------|--------|------|-------|---------|-------|-----------|-----------|
| KEVIN<br>6000      | 118°               | KESNE<br>4000         | DEEBO<br>2600          | 1.4 NM to RWY 12   | 3.3 NM                 | RWY 12 | 5000 | DOKAY | tr 108° | AMIRE | ELEV 1666 | THRE 1666 |
| GP 2.50°<br>TCH 48 |                    |                       |                        |                    |                        |        |      |       |         |       |           |           |
| CATEGORY           | A                  | B                     | C                      | D                  | E                      |        |      |       |         |       |           |           |
| LPV DA*            |                    | 1866/24               | 200                    |                    | (200-1/2)              |        |      |       |         |       |           |           |
| LNAV/VNAV DA**     |                    | 2057/35               | 391                    |                    | (400-5/8)              |        |      |       |         |       |           |           |
| LNAV MDA***        |                    | 2080/24 414 (500-1/2) | 2080/40 414 (500-3/4)  |                    |                        |        |      |       |         |       |           |           |
| CIRCLING****       | 2120-1 454 (500-1) | 2140-1 474 (500-1)    | 2180-1 514 (600-1 1/2) | 2320-2 654 (700-2) | 2320-2 654 (700-2 1/4) |        |      |       |         |       |           |           |

HIRL all Rwys

MINOT, NORTH DAKOTA

48°25'N - 101°21'W

MINOT AFB (KMIB)

Orig 15JUN23

RNAV (GPS) Y RWY 12

RNAV (GPS) Y RWY 30

MINOT AFB (KMIB)

**MISSED APPROACH:** Climb to 5000 direct YINGU, track 310° to AMAXE and hold.

**\*\* When ALS inop, increase RVR to 60, vis to 1 1/8 miles.**

\*\*\* When ALS inop, increase  
CAT AB RVR to 55, vis to  
1 mile; CAT CDE RVR to  
60, vis to 1 1/8 miles.

\*\*\*\* Circling NA NE  
of RWY 12-30.

For un compensated  
Baro-VNAV systems,  
LNAV/VNAV NA below  
12° C or above 54° C.

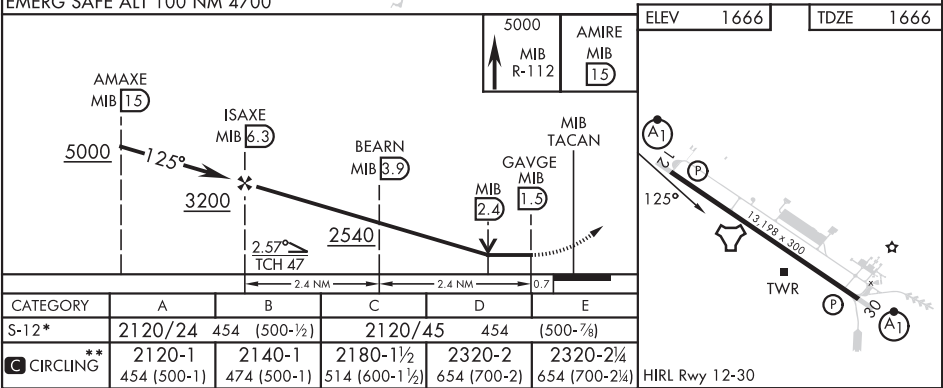
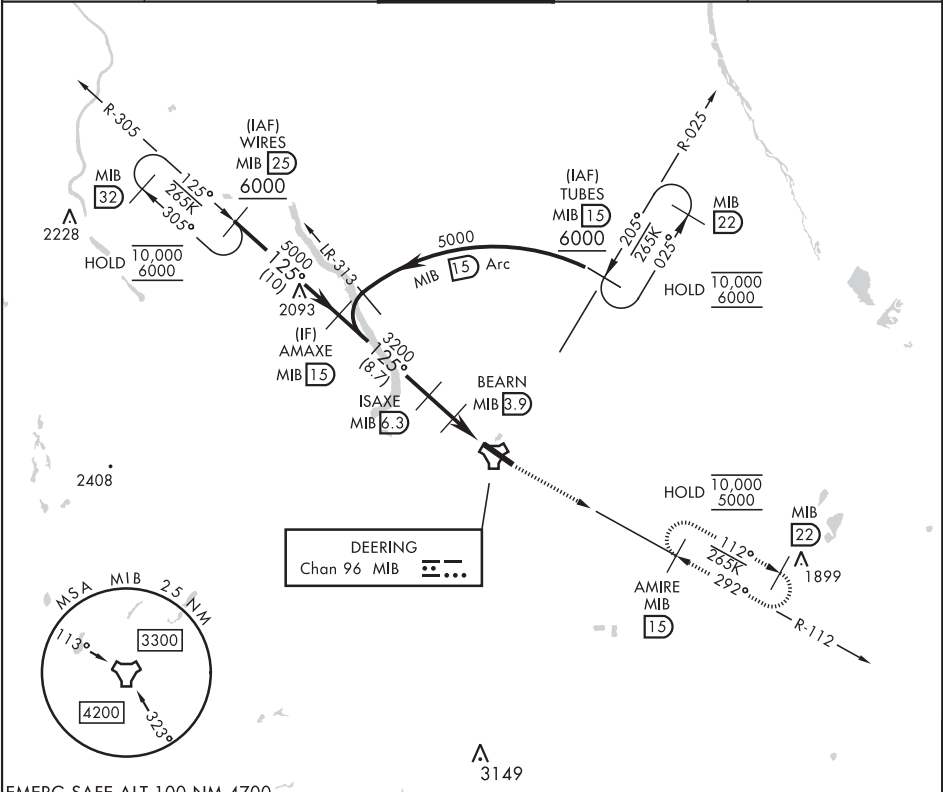


MINOT AFB (KMIB)

RNAV (GPS) Y RWY 30

TACAN Y RWY 12

|  |                              |   |                        |  |
|--|------------------------------|---|------------------------|--|
| TACAN MIB<br>Chan 96   | APCH CRS<br>125°             | Rwy Idg 13,198<br>TDZE 1666<br>Arpt Elev 1666 | [USAF]                 | MINOT AFB (KMIB)   |
| * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile;<br>CAT CDE vis to 1½ miles.<br>** Circling not authorized N of Rwy 12-30. |                              |   | ALSF-1<br>             | MISSED APPROACH: Climb to 5000 via<br>MIB TACAN R-112 direct AMIRE and hold. |
| ATIS ★<br>278.8  | MINOT APP CON<br>119.6 363.8 | MINOT TOWER ★<br>120.65 253.5                 | GND CON<br>134.0 275.8 | CLNC DEL<br>326.2  |



TACAN Y RWY 12

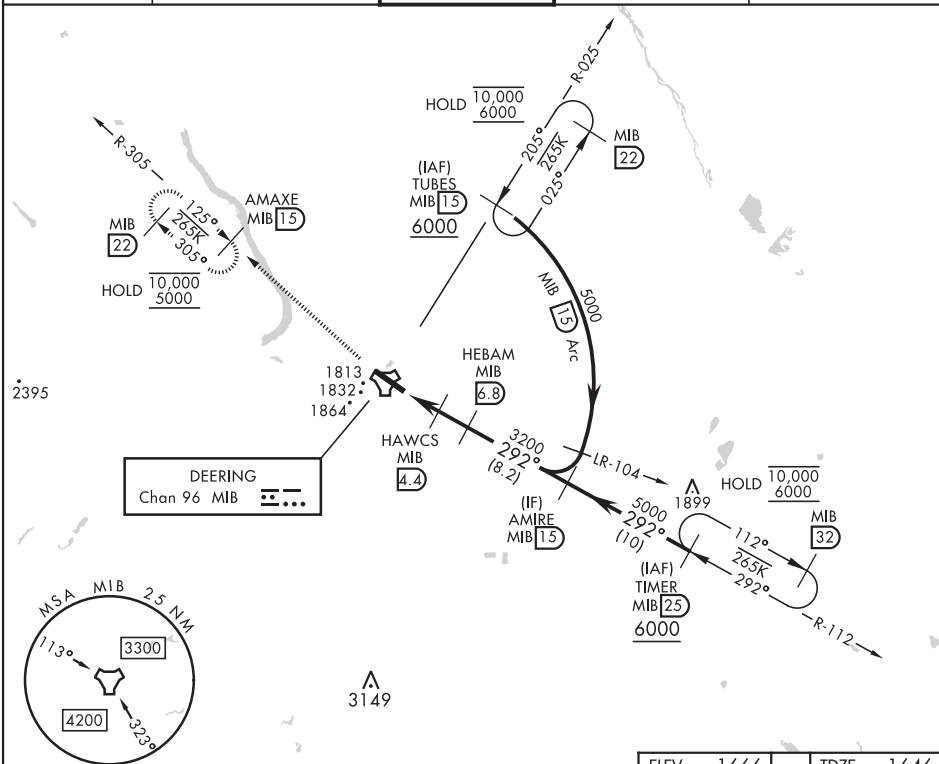
TACAN Y RWY 30

MINOT AFB (KMIB)

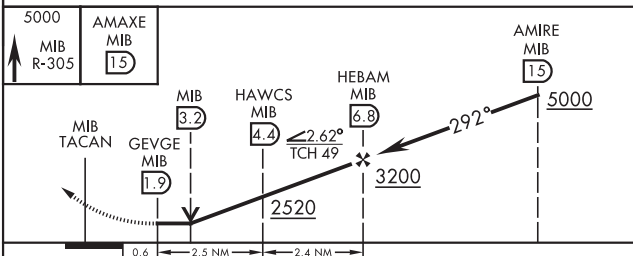
ALSF-1

MISSED APPROACH: Climb to 5000 via  
MIB TACAN R-305 direct AMAXE and hold.

|                 |                              |                               |                        |                   |
|-----------------|------------------------------|-------------------------------|------------------------|-------------------|
| ATIS ★<br>278.8 | MINOT APP CON<br>119.6 363.8 | MINOT TOWER ★<br>120.65 253.5 | GND CON<br>134.0 275.8 | CLNC DEL<br>326.2 |
|-----------------|------------------------------|-------------------------------|------------------------|-------------------|



EMERG SAFE ALT 100 NM 4700



| CATEGORY             | A                   | B                  | C                    | D                  | E                    |
|----------------------|---------------------|--------------------|----------------------|--------------------|----------------------|
| S-30 *               | 2100/24 454 (500-½) |                    | 2100/45 454 (500-¾)  |                    |                      |
| <b>C</b> CIRCLING ** | 2120-1 454 (500-1)  | 2140-1 474 (500-1) | 2180-1½ 514 (600-1½) | 2320-2 654 (700-2) | 2320-2½ 654 (700-2½) |

48°25'N-101°21'W

MINOT AFB (KMIB)

Amdt 1 16MAY24

# TACAN Y RWY 30

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

MINOT, NORTH DAKOTA

COPTER RNAV (GPS) RWY 12

|                          |                  |                              |                        |
|--------------------------|------------------|------------------------------|------------------------|
| WAAS<br>CH 71280<br>W12A | APCH CRS<br>118° | Rwy ldg<br>TDZE<br>Arpt Elev | 13,198<br>1666<br>1666 |
|--------------------------|------------------|------------------------------|------------------------|

AL-5013 (USAF)

MINOT AFB (KMIB)

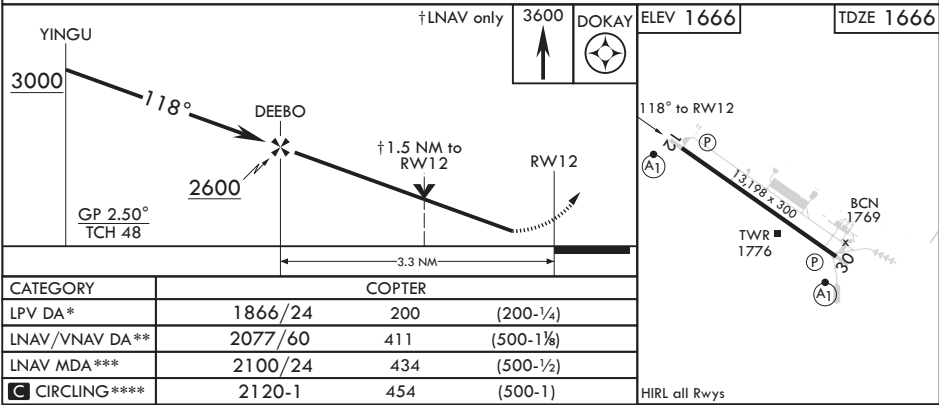
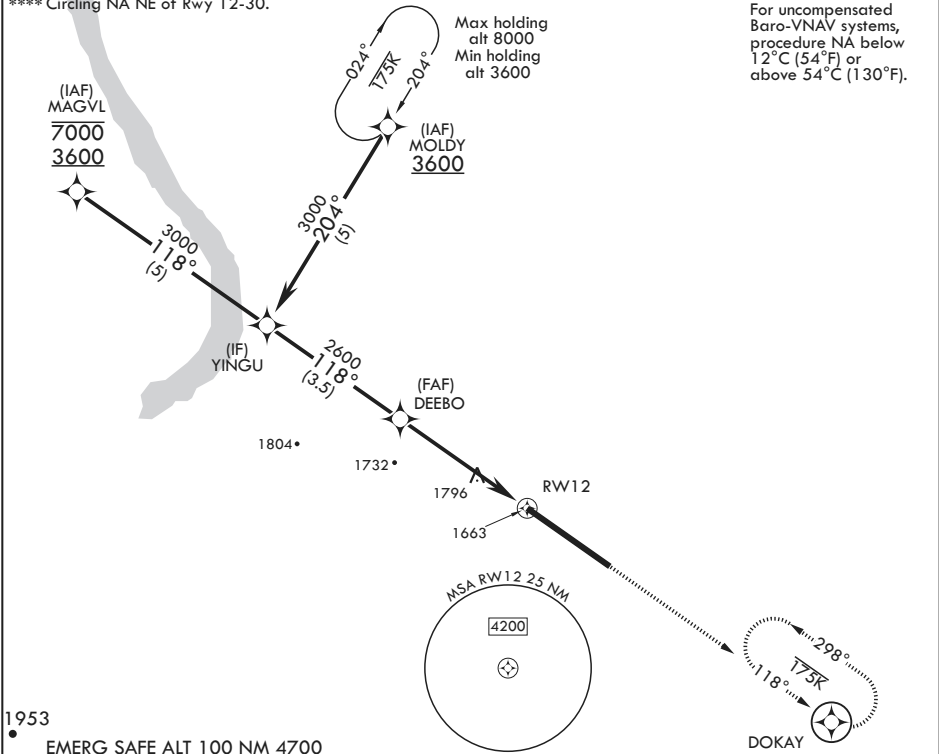
\* When ALS inop, increase CAT A RVR to 40, vis to 3/4 mile.  
\*\* When ALS inop, increase CAT A vis to 1 5/8 miles.  
\*\*\* When ALS inop, increase CAT A RVR to 55, vis to 1 mile.



MISSED APPROACH: Climb to 3600 direct DOKAY and hold.

|                 |                        |                         |                        |                   |
|-----------------|------------------------|-------------------------|------------------------|-------------------|
| ATIS ★<br>278.8 | APP CON<br>119.6 363.8 | TOWER ★<br>120.65 253.5 | GND CON<br>134.0 275.8 | CLNC DEL<br>326.2 |
|-----------------|------------------------|-------------------------|------------------------|-------------------|

\*\*\*\* Circling NA NE of Rwy 12-30.



MINOT, NORTH DAKOTA

48°25'N - 101°21'W

MINOT AFB (KMIB)

Orig 19JUL18

COPTER RNAV (GPS) RWY 12

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

MINOT, NORTH DAKOTA

COPTER RNAV (GPS) RWY 30

|                          |                  |   |
|--------------------------|------------------|---|
| WAAS<br>CH 91355<br>W30A | APCH CRS<br>298° | Rwy ldg<br>TDZE 13,198<br>Arprt Elev 1666 |
|--------------------------|------------------|---|

AL-5013 (USAF)

MINOT AFB (KMIB)

\* When ALS inop, increase CAT A RVR to 40, vis to 3/4 mile.  
\*\* When ALS inop, increase CAT A vis to 1 5/8 miles.  
\*\*\* When ALS inop, increase CAT A RVR to 55, vis to 1 mile.



MISSED APPROACH: Climb to 2100 then climbing right turn to 3600 direct JUSDU and hold, continue climb-in-hold to 3600.

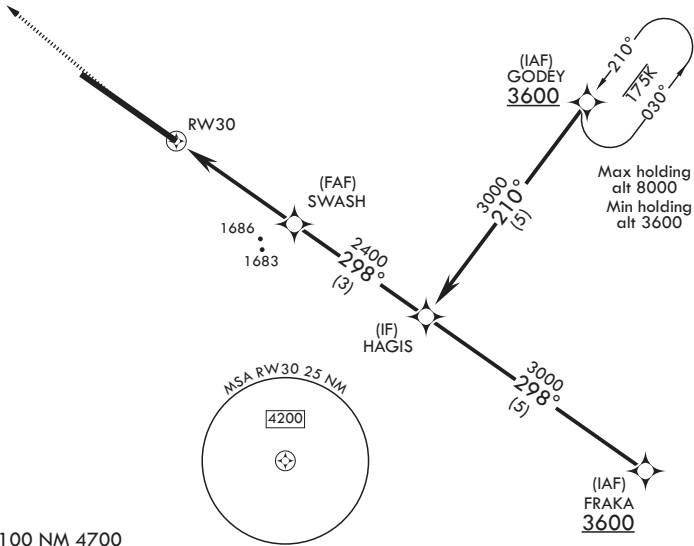
|                 |                        |                         |                        |                   |
|-----------------|------------------------|-------------------------|------------------------|-------------------|
| ATIS ★<br>278.8 | APP CON<br>119.6 363.8 | TOWER ★<br>120.65 253.5 | GND CON<br>134.0 275.8 | CLNC DEL<br>326.2 |
|-----------------|------------------------|-------------------------|------------------------|-------------------|

\*\*\*\* Circling NA NE of Rwy 12-30.

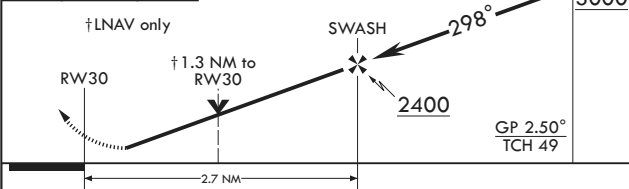


Max holding  
alt 6000  
Min holding  
alt 3600

For uncompensated  
Baro-VNAV systems,  
procedure NA below  
12°C (54°F) or  
above 54°C (130°F).

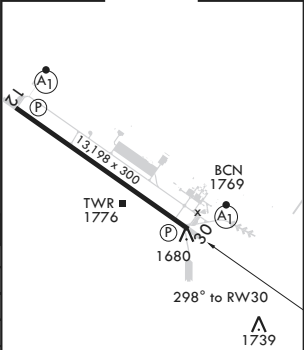


1874  
• EMERG SAFE ALT 100 NM 4700



| CATEGORY        | COPTER  |     |             |
|-----------------|---------|-----|-------------|
| LPV DA *        | 1846/24 | 200 | (200-1/4)   |
| LNAV/VNAV DA ** | 2040/60 | 394 | (400-1 1/2) |
| LNAV MDA ***    | 2040/24 | 394 | (400-1/2)   |
| C CIRCLING **** | 2120-1  | 454 | (500-1)     |

|           |           |
|-----------|-----------|
| ELEV 1666 | TDZE 1646 |
|-----------|-----------|



MINOT, NORTH DAKOTA

48°25'N - 101°21'W

MINOT AFB (KMIB)

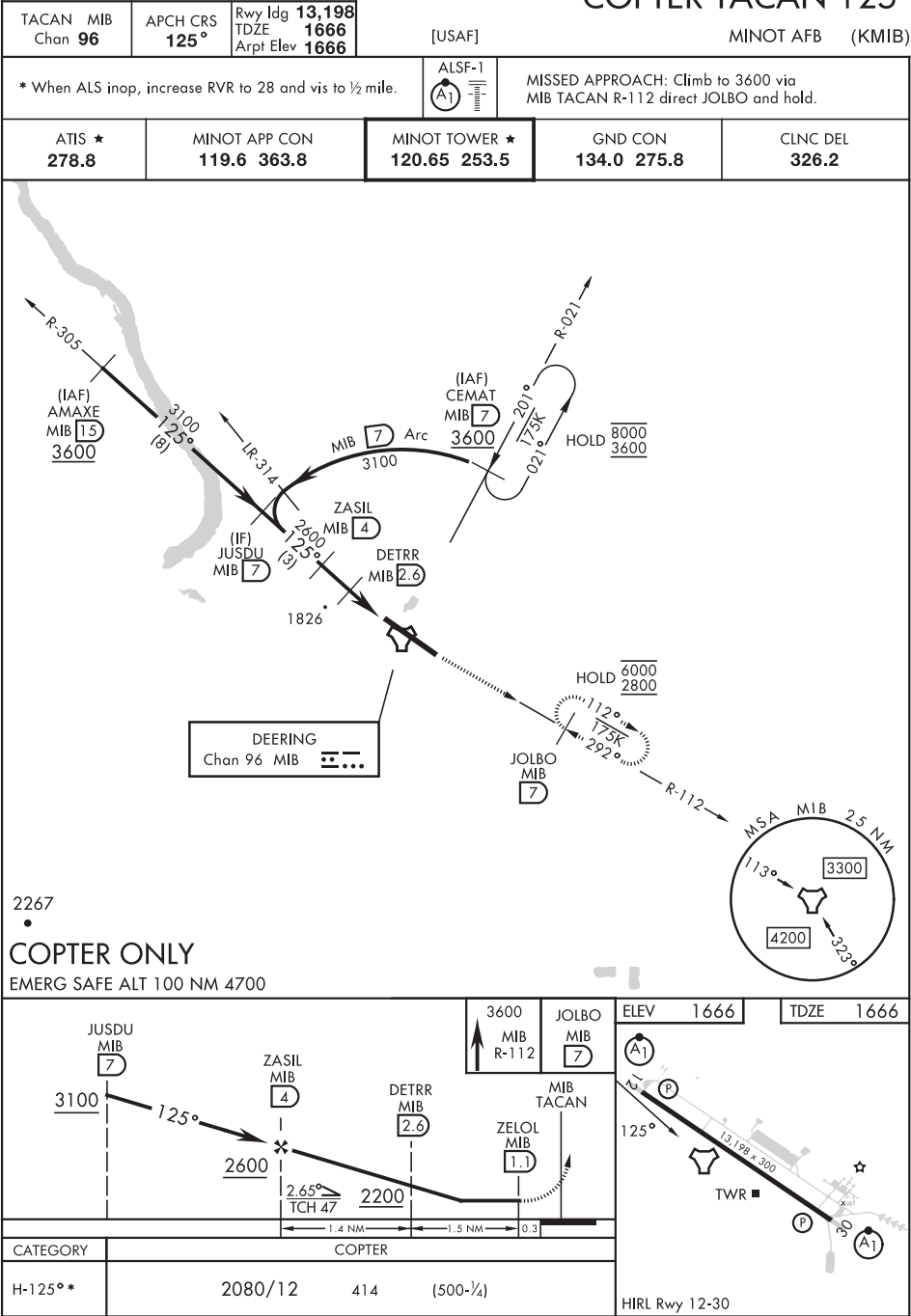
Orig 19JUL18

COPTER RNAV (GPS) RWY 30

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

COPTER TACAN 125°



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

MINOT, NORTH DAKOTA

COPTER TACAN 292°

|                         |                         |   |
|-------------------------|-------------------------|---|
| TACAN<br>Chan <b>96</b> | APCH CRS<br><b>292°</b> | Rwy Ldg <b>13,198</b><br>TDZE <b>1646</b><br>Arprt Elev <b>1666</b> |
|-------------------------|-------------------------|---|

AL-5013 [USAF]

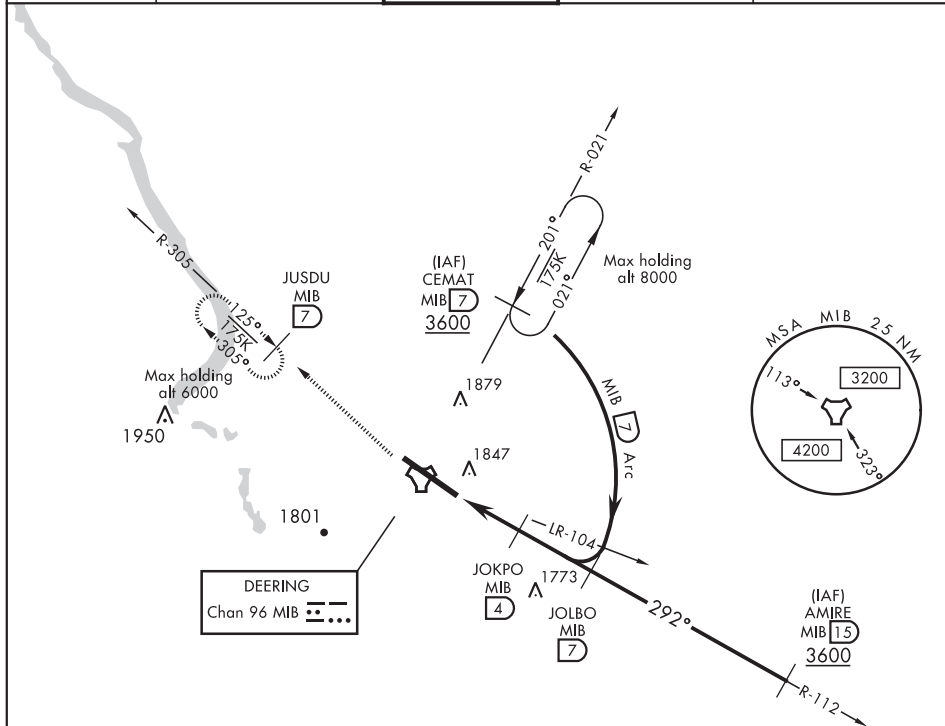
MINOT AFB (KMIB)

\* When ALS inop, increase RVR to 28 and vis to ½ mile.



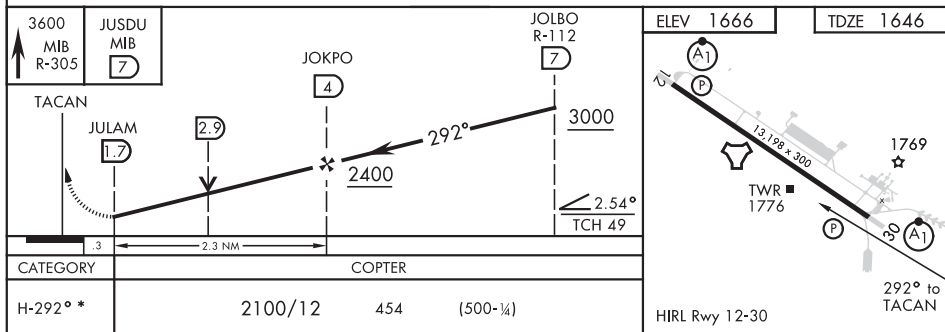
MISSED APPROACH: Climb to 3600 via MIB TACAN R-305 direct JUSDU and hold.

|                        |                                     |                                      |                               |                          |
|------------------------|-------------------------------------|--------------------------------------|-------------------------------|--------------------------|
| ATIS ★<br><b>278.8</b> | MINOT APP CON<br><b>119.6 363.8</b> | MINOT TOWER ★<br><b>120.65 253.5</b> | GND CON<br><b>134.0 275.8</b> | CLNC DEL<br><b>326.2</b> |
|------------------------|-------------------------------------|--------------------------------------|-------------------------------|--------------------------|



## COPTER ONLY

EMERG SAFE ALT 100 NM 4700



MINOT, NORTH DAKOTA

48° 25'N-101° 21'W

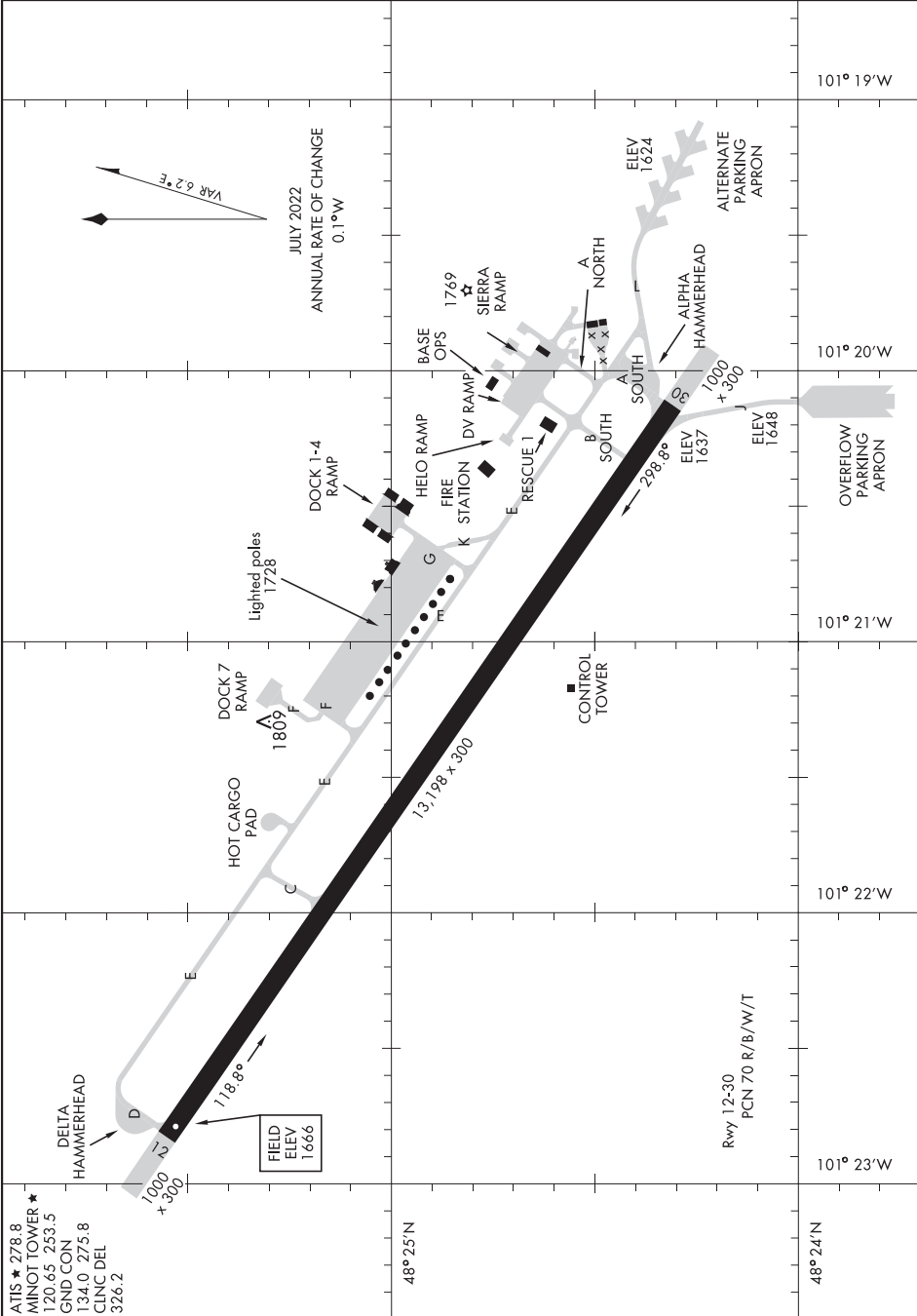
MINOT AFB (KMIB)

Orig 21JUL16

COPTER TACAN 292°

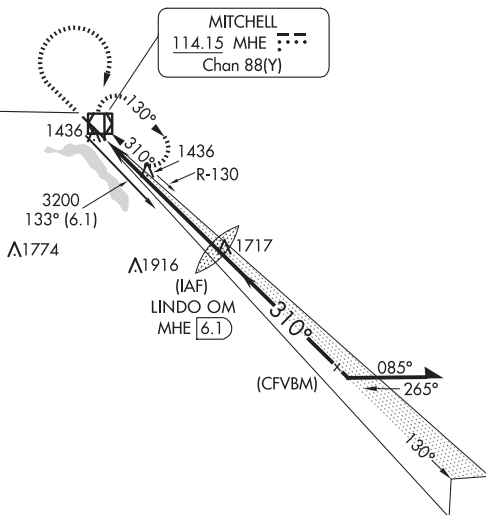
NC-1, 12 JUN 2025 to 07 AUG 2025





ILS or LOC RWY 31  
MITCHELL MUNI (MHE)

**MISSED APPROACH:** Climb to 3200 then right turn direct MHE VOR/DME and hold.

[illegible]

MITCHELL MUNI (MHE)  
ILS or LOC RWY 31

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>77900</b><br><b>W13A</b> | APP CRS<br><b>130°</b> | Rwy Ldg <b>6701</b><br>TDZE <b>1301</b><br>Apt Elev <b>1304</b> |
|--|------------------------|---|

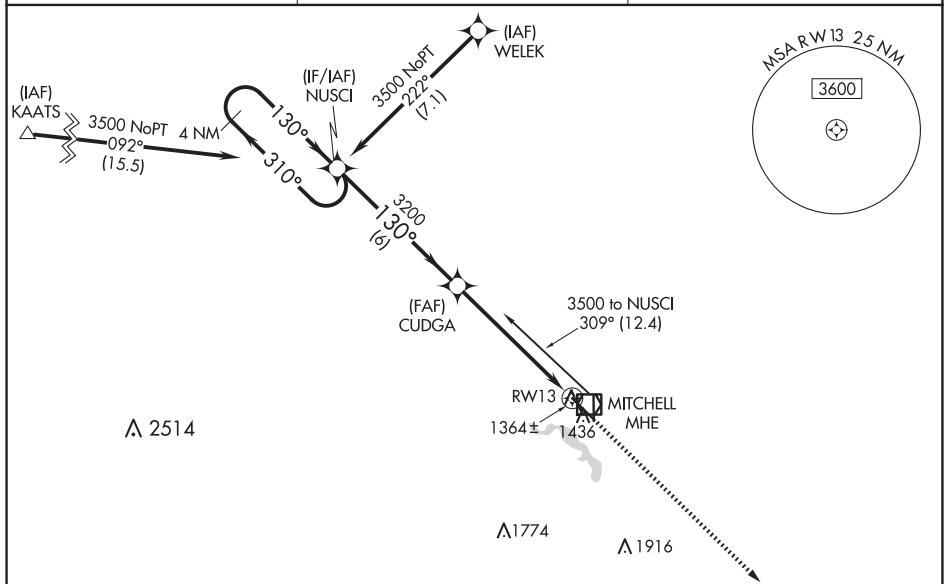
RNAV (GPS) RWY 13  
MITCHELL MUNI (MHE)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA with Huron Rgnl altimeter setting.

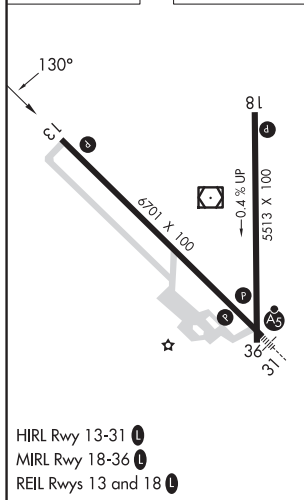
**▲** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huron Rgnl altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ mile and Circling Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 3200 direct JUTUB and hold.

|                        |   |                                 |
|------------------------|---|---------------------------------|
| ASOS<br><b>124.175</b> | MINNEAPOLIS CENTER<br><b>126.25 339.8</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|---|---------------------------------|



|           |  |           |
|-----------|--|-----------|
| ELEV 1304 |  | TDZE 1301 |
|-----------|--|-----------|

[illegible]

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>86938</b><br><b>W18A</b> | APP CRS<br><b>176°</b> | Rwy Ldg<br>TDZE <b>1298</b><br>Apt Elev <b>1304</b> | <b>5513</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 18

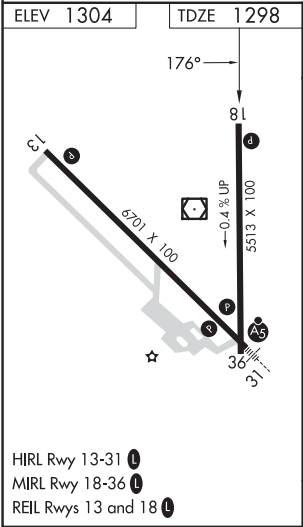
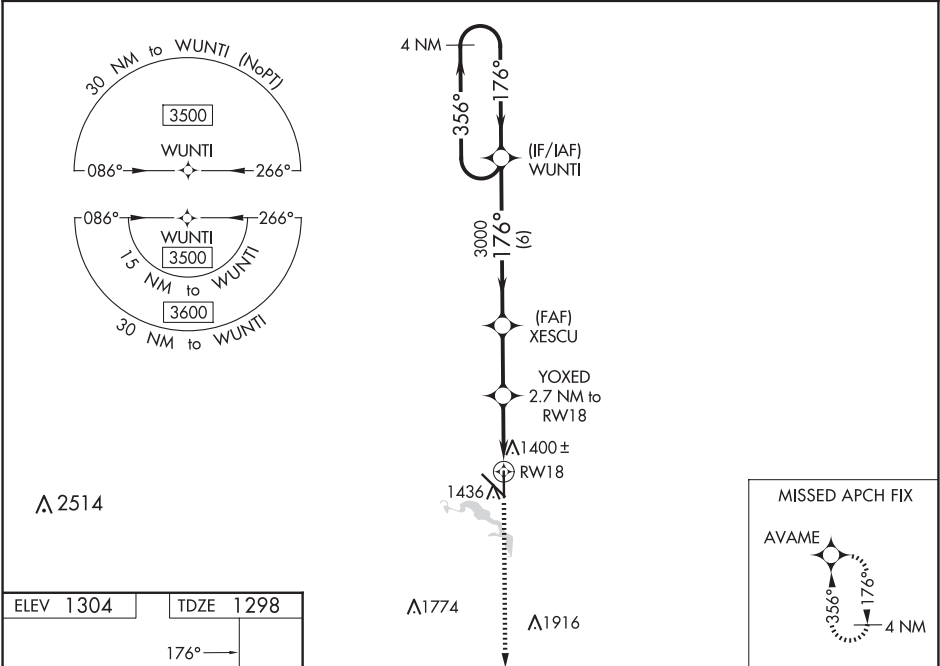
MITCHELL MUNI (MHE)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Huron Rgnl altimeter setting and increase LPV DA to 1637, LNAV/VNAV DA to 1685 and increase all MDA 100 feet. Increase LPV visibility all Cats to 1½ mile, LNAV/VNAV visibility all Cats to 1¾ mile and LNAV Cats C/D to 1¾ mile. Increase Circling Cat C visibility to 1¾ mile. Baro VNAV and VDP NA when using Huron Rgnl altimeter setting.

MISSED APPROACH: Climb to 3500 direct AVAME and hold.

|                        |   |                                 |
|------------------------|---|---------------------------------|
| ASOS<br><b>124.175</b> | MINNEAPOLIS CENTER<br><b>126.25 339.8</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|---|---------------------------------|



|                         |                     |             |              |             |
|-------------------------|---------------------|-------------|--------------|-------------|
| 4 NM Holding Pattern    |                     |             |              |             |
| WUNTI                   |                     |             |              |             |
| 3500 ← 356° 176° → 3000 |                     |             |              |             |
| GP 3.00° TCH 55         |                     |             |              |             |
| XESCU 3000              |                     |             |              |             |
| YOXED 2.7 NM to RW18    |                     |             |              |             |
| *1 NM to RW18           |                     |             |              |             |
| RW18                    |                     |             |              |             |
| *2200                   |                     |             |              |             |
| 6 NM 2.5 NM 1.7 NM 1 NM |                     |             |              |             |
| CATEGORY                | A                   | B           | C            | D           |
| LPV DA                  | 1 548-1 250 (300-1) |             |              |             |
| LNAV/VNAV DA            | 1 596-1 298 (300-1) |             |              |             |
| LNAV MDA                | 1 660-1 362 (400-1) |             |              |             |
| CIRCLING                | 1740-1              | 1760-1      | 1820-1½      | 1860-2      |
|                         | 436 (500-1)         | 456 (500-1) | 516 (600-1½) | 556 (600-2) |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>70700</b><br><b>W31A</b> | APP CRS<br><b>310°</b> | Rwy Ldg<br>TDZE <b>1304</b><br>Apt Elev <b>1304</b> |
|--|------------------------|---|

RNAV (GPS) RWY 31

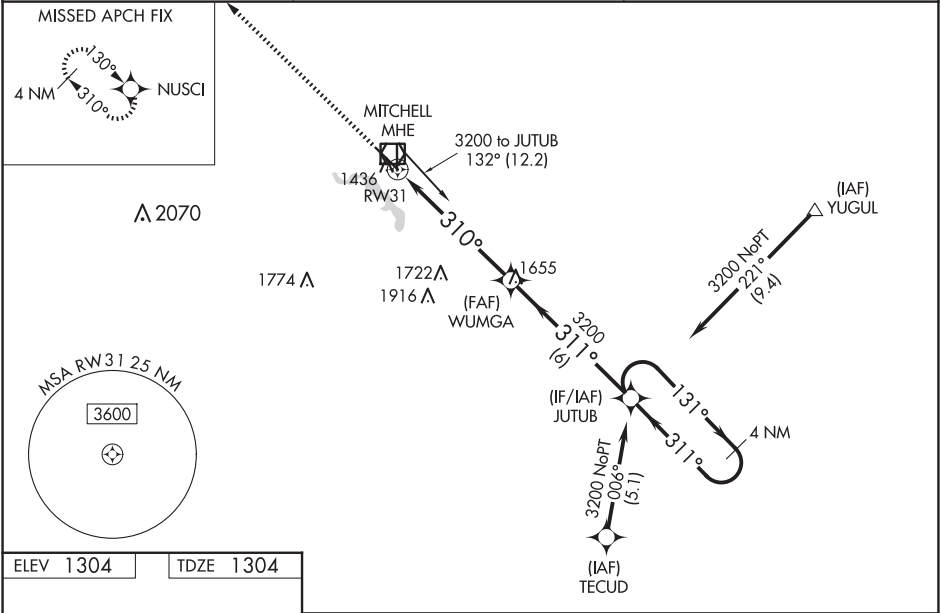
MITCHELL MUNI (MHE)

For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Huron Rgnl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huron Rgnl altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LPV all Cats visibility 1⁄8 mile. Increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility 1⁄4 mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 mile and LNAV Cats C/D to 1 3⁄8 mile. For inop MALSR when using Huron Rgnl altimeter setting, increase LPV all Cats visibility to 1 1⁄8 mile.

MALSR

MISSED APPROACH:  
Climb to 3500 direct NUSCI and hold.

|                        |   |                               |
|------------------------|---|-------------------------------|
| ASOS<br><b>124.175</b> | MINNEAPOLIS CENTER<br><b>126.25 339.8</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|------------------------|---|-------------------------------|



ELEV **1304**

TDZE **1304**

3500

NUSCI

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 61).

\*LNAV only

3200

WUMGA

310°

311°

3200

311°

3200

4 NM Holding Pattern

JUTUB

GP 3.00°

TCH 57

\*1.4 NM to RW31

1.4

4.3 NM

6 NM

| CATEGORY     | A                      | B                          | C                  | D |
|--------------|------------------------|----------------------------|--------------------|---|
| LPV DA       | 1554-1⁄2 250 (300-1⁄2) |                            |                    |   |
| LNAV/VNAV DA | 1625-5⁄8 321 (400-5⁄8) |                            |                    |   |
| LNAV MDA     | 1800-1⁄2 496 (500-1⁄2) | 1800-1 496 (500-1)         |                    |   |
| CIRCLING     | 1800-1 496 (500-1)     | 1820-1 1⁄2 516 (600-1 1⁄2) | 1860-2 556 (600-2) |   |

8 L

6701 X 100

5513 X 100

0.4 % UP

36

310°

HIRL Rwy 13-31

MIRL Rwy 18-36

REIL Rwy 13 and 18

MITCHELL, SOUTH DAKOTA

AL-5234 (FAA)

25163

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>63038</b><br><b>W36A</b> | APP CRS<br><b>356°</b> | Rwy Ldg <b>5513</b><br>TDZE <b>1304</b><br>Apt Elev <b>1304</b> |
|--|------------------------|---|

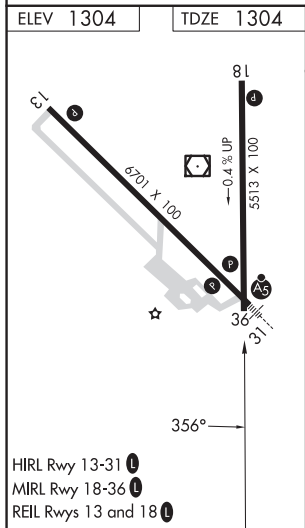
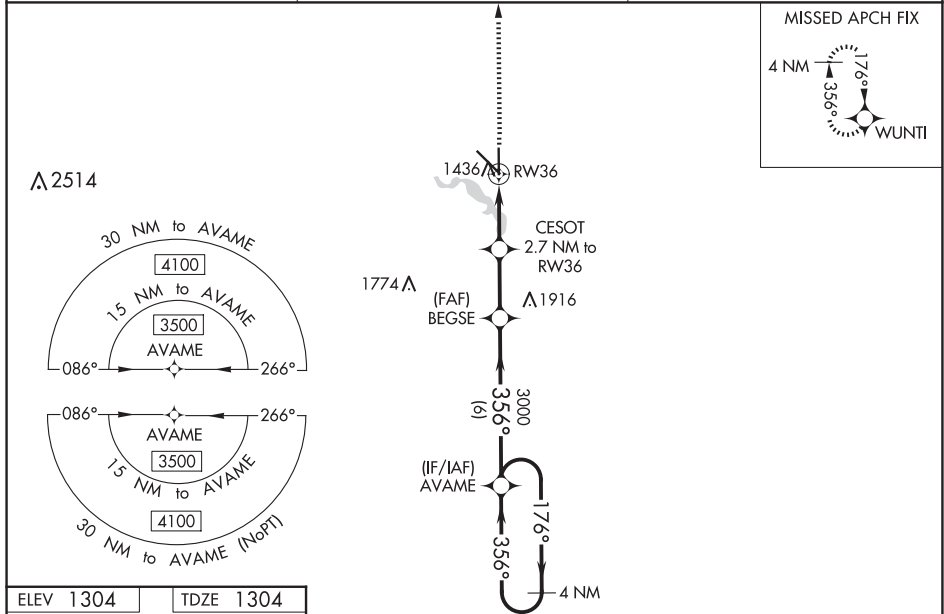
# RNAV (GPS) RWY 36

MITCHELL MUNI (MHE)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huron Rgnl altimeter setting and increase LPV DA to 1643, and LNAV/VNAV DA to 1697. Increase all MDA 100 feet. Increase LPV visibility, all Cats, to 1½ mile, LNAV/VNAV visibility, all Cats, and LNAV visibility Cats C/D to 1¾ mile and increase Circling Cat C visibility to 1¾ mile. Baro-VNAV and VDP NA when using Huron Rgnl altimeter setting.

**MISSED APPROACH:**  
Climb to 3500 direct WUNTI and hold.

|                        |   |                                 |
|------------------------|---|---------------------------------|
| ASOS<br><b>124.175</b> | MINNEAPOLIS CENTER<br><b>126.25 339.8</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|---|---------------------------------|



**3500 WUNTI**

|                   |                       |                       |                         |                       |
|-------------------|-----------------------|-----------------------|-------------------------|-----------------------|
| CATEGORY          | A                     | B                     | C                       | D                     |
| LPV DA            | 1554-1 250 (300-1)    |                       |                         |                       |
| LNAV/ VNAV DA     | 1608-1 304 (400-1)    |                       |                         |                       |
| LNAV MDA          | 1700-1                | 396 (400-1)           | 1700-1½                 | 396 (400-1½)          |
| <b>C</b> CIRCLING | 1740-1<br>436 (500-1) | 1760-1<br>456 (500-1) | 1820-1½<br>516 (600-1½) | 1860-2<br>556 (600-2) |

MITCHELL, SOUTH DAKOTA  
Orig 10DEC15

43°46'N-98°02'W

# RNAV (GPS) RWY 36

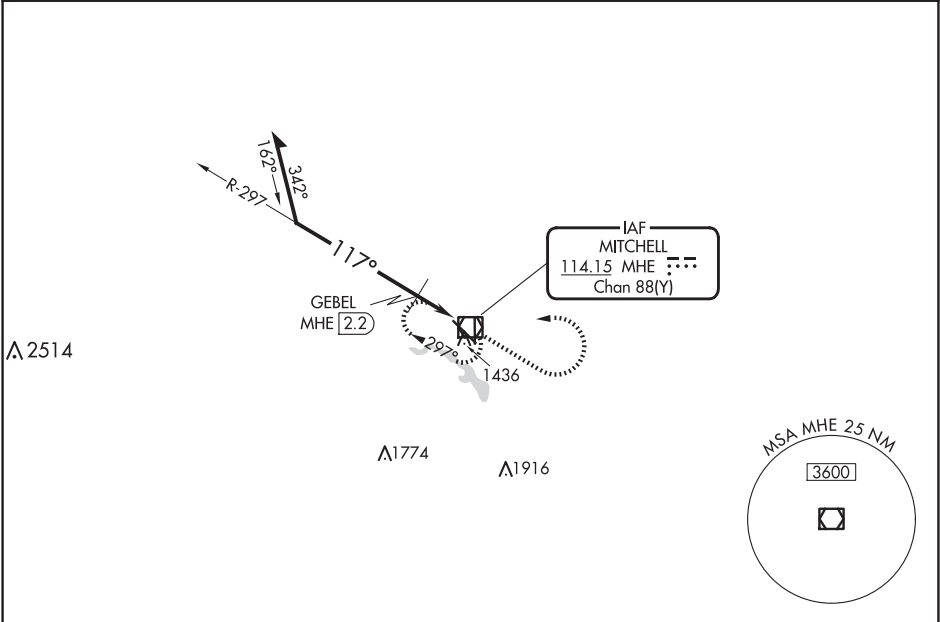
NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| VOR/DME MHE<br><b>114.15</b><br>Chan <b>88</b> (Y) | APP CRS<br><b>117°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>6701</b><br><b>1301</b><br><b>1304</b> |
|--|------------------------|-----------------------------|---|

VOR RWY 13  
MITCHELL MUNI (MHE)

|  |  |
|--|--|
| <p><b>▼</b> VDP NA when using HON altimeter setting. When local altimeter setting not received, use HON altimeter setting and increase all MDAs 100 feet and S-13 visibility Cat C/D ¼ SM and Circling visibility Cat C/D ¼ SM; increase GEBEL fix minimums (DME Required) S-13 visibility Cat C/D ⅓ SM, and Circling visibility Cat C/D ¼ SM.</p> | <p>MISSED APPROACH: Climb to 2900 then climbing left turn to 3000 direct MHE VOR/DME and hold.</p> |
|--|--|

|                        |   |                                 |
|------------------------|---|---------------------------------|
| ASOS<br><b>124.175</b> | MINNEAPOLIS CENTER<br><b>126.25 339.8</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|---|---------------------------------|



|                                   |                    |  |   |
|-----------------------------------|--------------------|--|---|
| ELEV 1304                         |                    | TDZE 1301                              |   |
| Remain within 10 NM               |                    | MHE VOR/DME 3000                       |   |
| 2900                              |                    | 2900 3000 MHE                          |   |
| 2900                              |                    | *1960 when using HON altimeter setting |   |
| 2900                              |                    | *1860                                  |   |
| 2900                              |                    | 0.5 1.1 NM 0.6                         |   |
| CATEGORY                          | A                  | B                                      | C D                                     |
| S-13                              | 1860-1             | 559 (600-1)                            | 1860-1½ 559 (600-1½)                    |
| CIRCLING                          | 1860-1             | 556 (600-1)                            | 1860-1½ 556 (600-1½) 1860-2 556 (600-2) |
| GEBEL FIX MINIMUMS (DME REQUIRED) |                    |  |   |
| S-13                              | 1680-1             | 379 (400-1)                            |   |
| CIRCLING                          | 1740-1 436 (500-1) | 1760-1 456 (500-1)                     | 1820-1½ 516 (600-1½) 1860-2 556 (600-2) |
| HIRL Rwy 13-31 0                  |                    | MIRL Rwy 18-36 0                       |   |
| REIL Rwy 13 and 18 0              |                    |  |   |

MOBRIDGE, SOUTH DAKOTA

AL-6900 (FAA)

25163

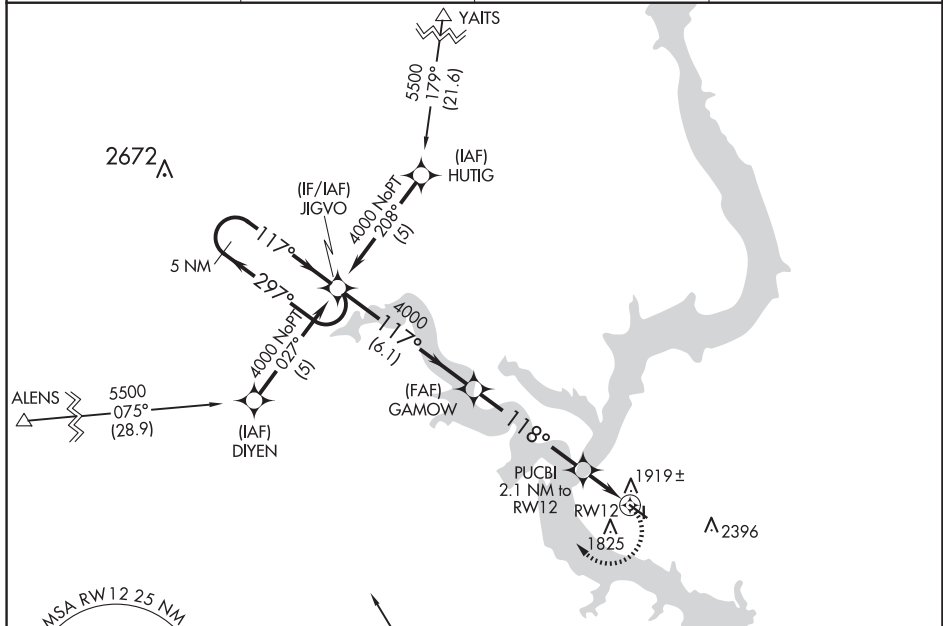
|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Ldg  | <b>4410</b> |
| <b>118°</b> | TDZE     | <b>1703</b> |
|             | Apt Elev | <b>1715</b> |

# RNAV (GPS) RWY 12

MOBRIDGE MUNI (MBG)

|  |   |
|--|---|
| RNP APCH-GPS.  | MISSED APPROACH:<br>Climbing right turn to 4000<br>direct JIGVO and hold. |
| Rwy 12 helicopter visibility reduction below 1 SM NA. If local altimeter setting not received, use Pierre Rgnl altimeter setting and increase all MDAs 180 feet. Circling NA for Cat C and D northeast of Rwy 12-30. Procedure NA at night. Circling NA to Rwys 17 and 35. |   |

|                        |   |                       |                                 |
|------------------------|---|-----------------------|---------------------------------|
| ASOS<br><b>121.425</b> | MINNEAPOLIS CENTER<br><b>135.25 256.7</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|---|-----------------------|---------------------------------|



|  |        |             |                         |                         |       |
|--|--------|-------------|-------------------------|-------------------------|-------|
| 5 NM Holding Pattern   |        | JIGVO       | GAMOW                   | 4000                    | JIGVO |
| 4000 ← 297°<br>117° →  |        | 4000        | 3.06° TCH 40            | PUCBI 2.1 NM to RW12    | RW12  |
| VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 30). |        |             |                         |                         |       |
| 6.1 NM   |        | 4.9 NM      |                         | 2.1 NM                  |       |
| CATEGORY   | A      | B           | C                       | D                       |       |
| LNAV MDA   | 2260-1 | 557 (600-1) | 2260-1½<br>557 (600-1½) | 2260-1¾<br>557 (600-1¾) |       |
| CIRCLING   | 2360-1 | 645 (700-1) | 2360-1¾<br>645 (700-1¾) | 2560-2¾<br>845 (900-2¾) |       |

ELEV 1715 TDZE 1703

118°

4410 X 75

2399 X 250

1.0% UP

35 30

MIRL Rwy 12-30 0

MOBRIDGE, SOUTH DAKOTA  
Orig-B 11AUG22

45°33'N-100°24'W

# MOBRIDGE MUNI (MBG)

## RNAV (GPS) RWY 12

NC-1, 12 JUN 2025 to 07 AUG 2025

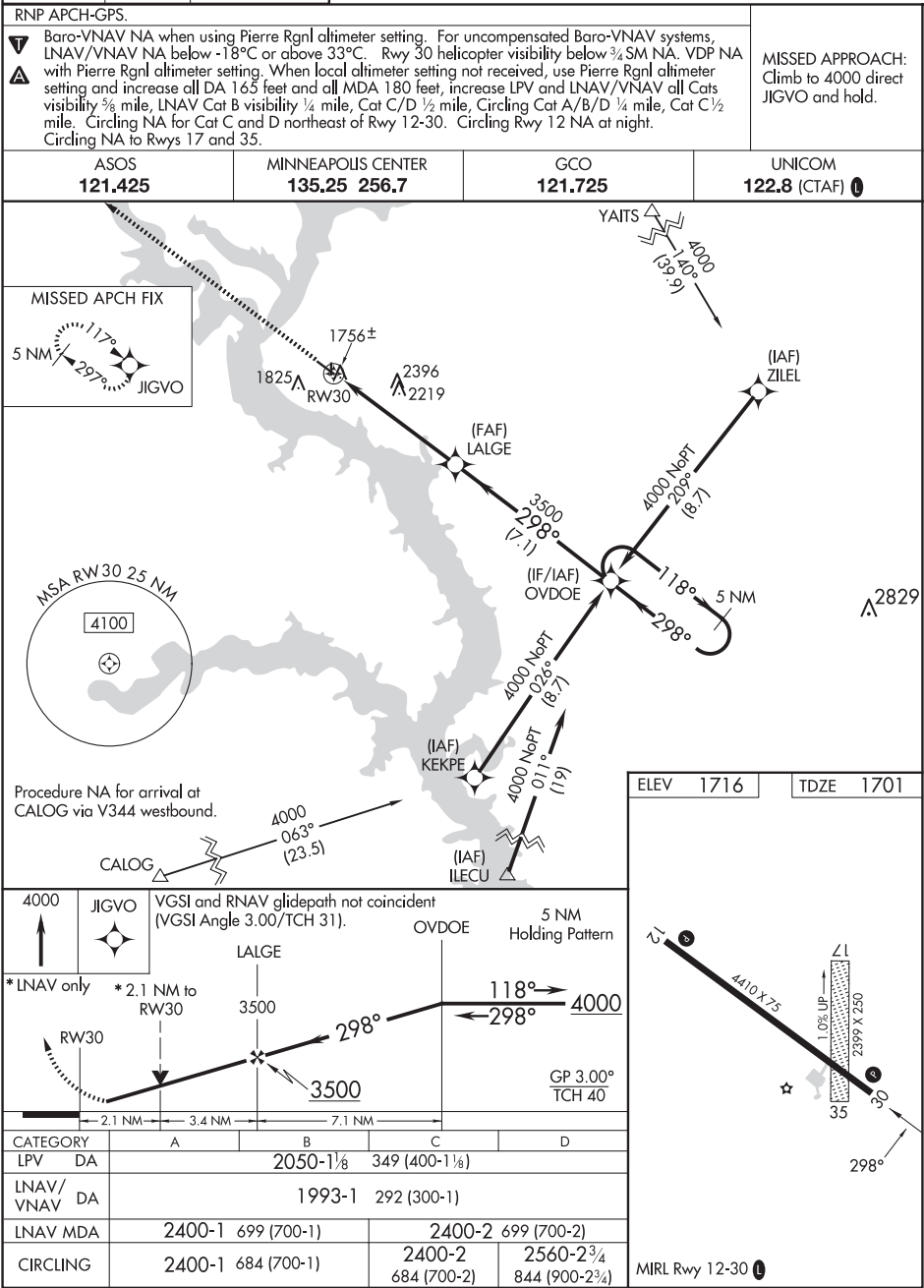
NC-1, 12 JUN 2025 to 07 AUG 2025



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>72622</b><br><b>W30A</b> | APP CRS<br><b>298°</b> | Rwy Ldg <b>4410</b><br>TDZE <b>1701</b><br>Apt Elev <b>1716</b> |
|--|------------------------|---|

RNAV (GPS) RWY 30

MOBRIDGE MUNI (MBG)

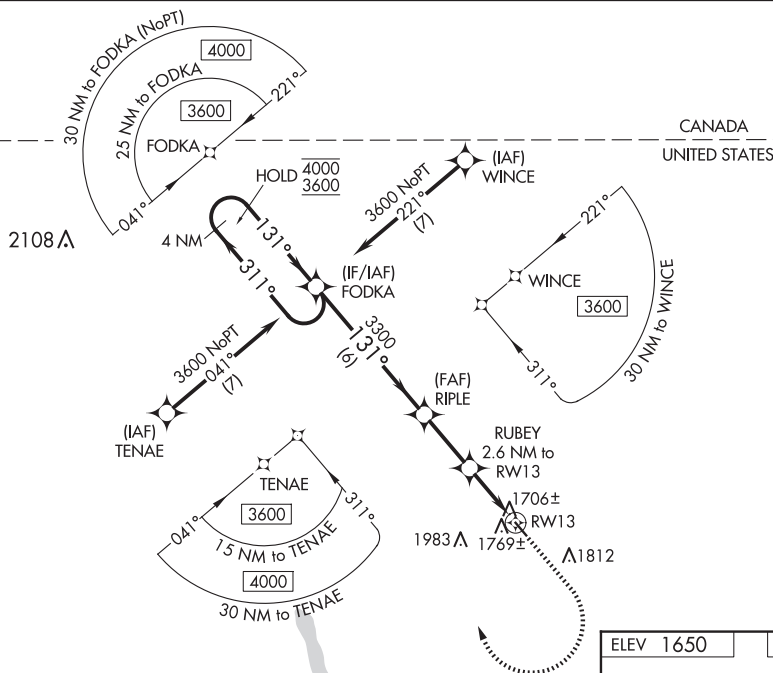


RNAV (GPS) RWY 13  
MOHALL MUNI (HBC)

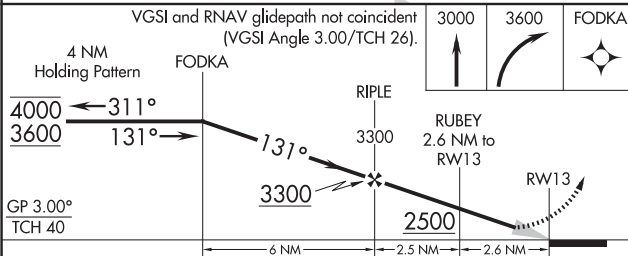
**MISSED APPROACH:** Climb to 3000 then climbing right turn to 3600 direct FODKA and hold.

**T**  
**A** NA Use Minot Intl altimeter setting.

MINOT APP CON★  
119.6 363.8

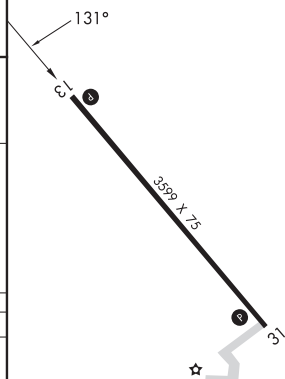
UNICOM  
122.8 (CTAF) **L**

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 26).



| CATEGORY          | A                  | B  | C | D  |
|-------------------|--------------------|--|---|----|
| LPV DA            | 1977-1 327 (400-1) |  |   | NA |
| LNAV MDA          | 2100-1 450 (500-1) | 2100-1 $\frac{3}{8}$<br>450 (500-1 $\frac{3}{8}$ ) |   | NA |
| <b>C</b> CIRCLING | 2220-1 570 (600-1) | 2380-2<br>730 (800-2)                              |   | NA |

|           |  |           |
|-----------|--|-----------|
| ELEV 1650 |  | TDZE 1650 |
|-----------|--|-----------|

MIRL Rwy 13-31 **L**



MOHALL MUNI (HBC)  
RNAV (GPS) RWY 13

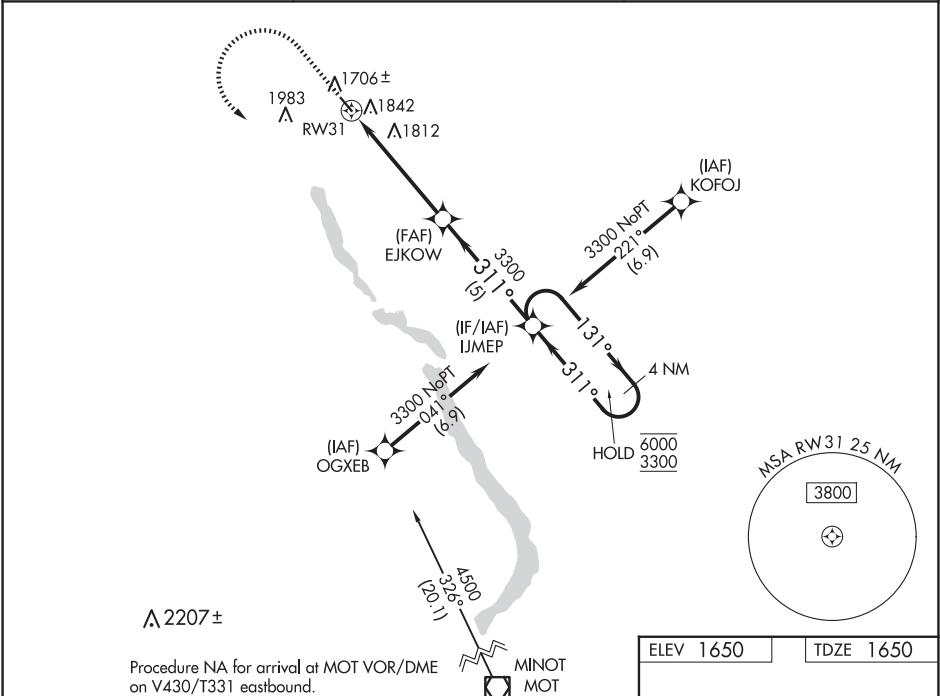
NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99447</b><br><b>W31A</b> | APP CRS<br><b>311°</b> | Rwy Ldg<br>TDZE <b>1650</b><br>Apt Elev <b>1650</b> |
|--|------------------------|---|

RNAV (GPS) RWY 31

MOHALL MUNI (HBC)

|   |                                       |   |
|---|---------------------------------------|---|
| RNP APCH - GPS.   |                                       | MISSED APPROACH: Climb to 3000 then climbing left turn to 3300 direct IJMEP and hold. |
|  Rwy 31 helicopter visibility reduction below 3/4 SM NA.<br> Baro-VNAV NA. Use MOT altimeter setting. |                                       |   |
| MOT ASOS<br><b>118.725</b>  | MINOT APP CON ★<br><b>119.6 363.8</b> | UNICOM<br><b>122.8 (CTAF) 1</b>   |



3000

↑

3300

↖

IJMEP

✦

VGSi and RNAV glidepath not coincident  
(VGSi Angle 3.00/TCH 27).

EJKOW

3300

IJMEP

4 NM  
Holding Pattern

RW31

↖

311°

↖

131°

→

311°

←

6000

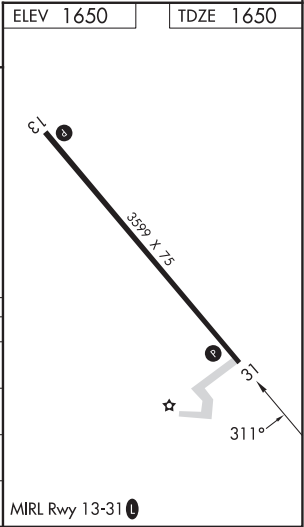
3300

GP 3.00°  
TCH 40

5.1 NM

5 NM

| CATEGORY      | A                    | B                    | C | D  |
|---------------|----------------------|----------------------|---|----|
| LPV DA        | 1977-1 327 (400-1)   |                      |   | NA |
| LNNAV/VNAV DA | 2111-1⅜ 461 (500-1⅜) |                      |   | NA |
| LNNAV MDA     | 2180-1 530 (600-1)   | 2180-1½ 530 (600-1½) |   | NA |
| CIRCLING      | 2240-1 590 (600-1)   | 2380-2 730 (800-2)   |   | NA |



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>58030</b><br><b>W14A</b> | APP CRS<br><b>141°</b> | Rwy Idg <b>3999</b><br>TDZE <b>1034</b><br>Apt Elev <b>1034</b> |
|--|------------------------|---|

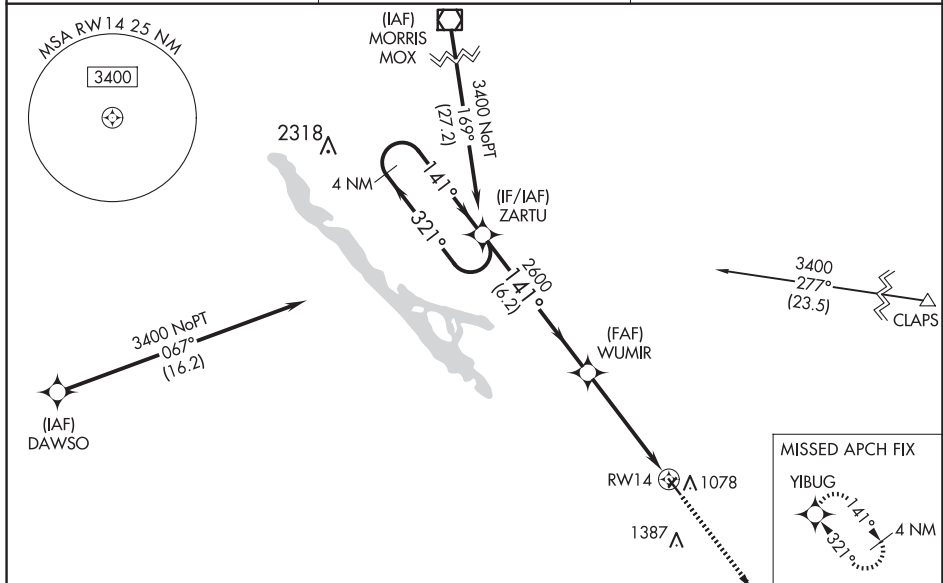
# RNAV (GPS) RWY 14

MONTEVIDEO-CHIPPEWA COUNTY (MVE)

**V** Baro-VNAV NA when using Granite Falls altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 54°C (130°F). When local altimeter setting not received, use Granite Falls altimeter setting and increase LPV DA to 1320 feet; increase LNAV/VNAV DA to 1320 feet; increase all MDAs 40 feet and LNAV visibility Cats C/D ½ SM and Circling visibility Cats C/D ¼ SM. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When VGSI inop, Straight-in and Circling Rwy 14 procedures NA at night. Circling to Rwy 3-21 NA.

**MISSED APPROACH:**  
Climb to 3300 direct YIBUG and hold.

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| AWOS-3PT<br><b>119.675</b> | MINNEAPOLIS CENTER<br><b>125.5 323.1</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|



|                      |  |  |   |
|----------------------|--|--|---|
| ELEV 1034            |  | TDZE 1034  |   |
| 4 NM Holding Pattern |  | 3300 YIBUG   |   |
| GP 3.00° TCH 45      |  | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25). |   |
| ZARTU                |  | WUMIR  |   |
| 3400 ← 321°          |  | 2600   |   |
| 141° →               |  | 141°   |   |
| 6.2 NM               |  | 4.8 NM   |   |
| RWY 14               |  | RWY 14   |   |
| CATEGORY             | A  | B  | C |
| LPV DA               | 1284-1 250 (300-1)   |  |   |
| LNAV/VNAV DA         | 1284-1 250 (300-1)   |  |   |
| LNAV MDA             | 1520-1 486 (500-1) 1520-1 3/8 486 (500-1 3/8)                    |  |   |
| CIRCLING             | 1560-1 526 (600-1) 1700-1 3/4 666 (700-1 3/4) 1700-2 666 (700-2) |  |   |

141°

0.5% Up

2361 X 145

3999 X 75

0.4% Up

REIL Rwy 14 and 32

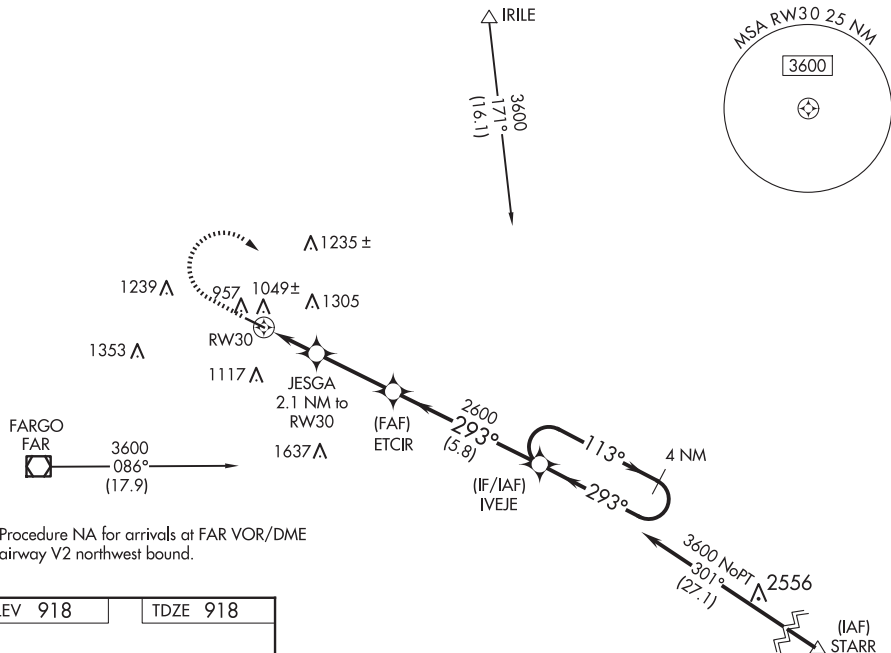
MIRL Rwy 14-32

REIL Rwy 14 and 32  
MIRL Rwy 14-32

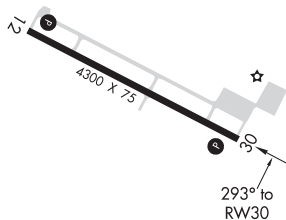


MOORHEAD MUNI/FLORENCE KLINGENSMITH FLD (JKJ)

MISSED APPROACH: Climb to 1700 then climbing right turn to 3600 direct IVEJE and hold.

UNICOM  
123.0 (CTAF) **L**

TDZE 918

MIRL Rwy 12-30 **L**

\*RNAV only

JESGA  
2.1 NM to RW30

RW30

1.1 NM to RW30

1620\*

ETCIR

2600

IVEJE

4 NM Holding Pattern

113° → 3600

← 293°

GP 3.00° TCH 40

| CATEGORY     | A                     | B                     | C | D  |
|--------------|-----------------------|-----------------------|---|----|
| LPV DA       | 1168-1                | 250 (300-1)           |   | NA |
| LNAV/VNAV DA | 1211-1                | 293 (300-1)           |   | NA |
| LNAV MDA     | 1300-1                | 382 (400-1)           |   | NA |
| CIRCLING     | 1360-1<br>442 (500-1) | 1380-1<br>462 (500-1) |   | NA |



46°50'N-96°40'W

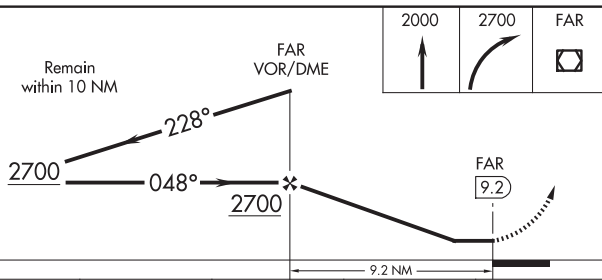
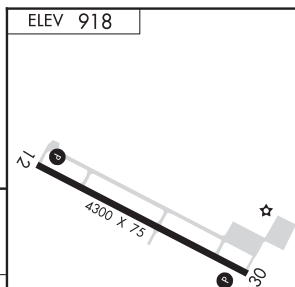
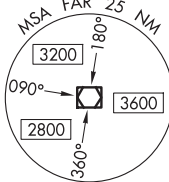
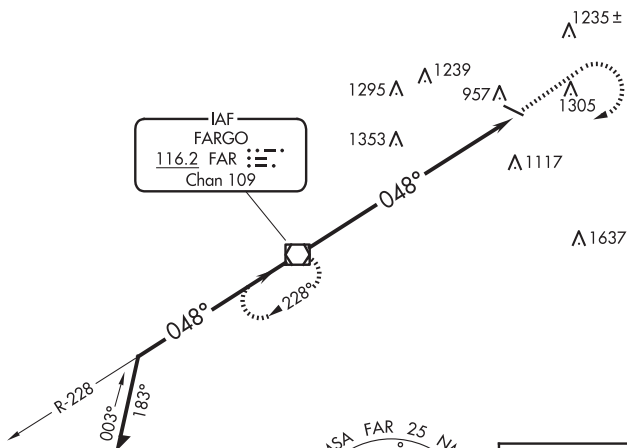
RNAV (GPS) RWY 30

NC-1, 12 JUN 2025 to 07 AUG 2025

|   |                        |                             |  |
|---|------------------------|-----------------------------|--|
| VOR/DME Freq<br><b>116.2</b><br>Chan <b>109</b> | APP CRS<br><b>048°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>918</b> |
|---|------------------------|-----------------------------|--|

VOR-A  
MOORHEAD MUNI/FLORENCE KLINGENSMITH FLD (JKJ)

|   |                                      |  |   |
|---|--------------------------------------|--|---|
|  |                                      | MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct FAR VOR/DME and hold. |   |
| AWOS-3<br><b>120.0</b>  | FARGO APP CON<br><b>120.4 377.15</b> | GCO<br><b>121.725</b>  | UNICOM<br><b>123.0</b> (CTAF)  |

 $\Lambda_{2152}$ 

|          |         |              |    |                |   |
|----------|---------|--------------|----|----------------|---|
|          |         | 9.2 NM       |    | MIRL Rwy 12-30 |   |
| CATEGORY | A       | B            | C  | D              | FAF to MAP 9.2 NM   |
| CIRCLING | 1740-1¼ | 822 (900-1¼) | NA |                | Knots 60 90 120 150 180<br>Min:Sec 9:12 6:08 4:36 3:41 3:04 |

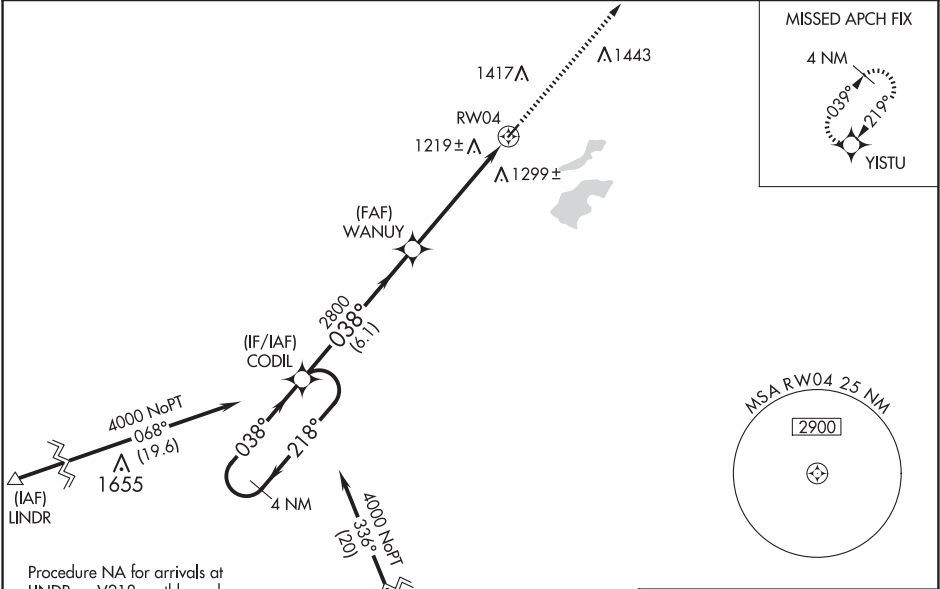
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82730</b><br><b>W04A</b> | APP CRS<br><b>038°</b> | Rwy Idg<br>TDZE <b>1076</b><br>Apt Elev <b>1076</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 4**  
MOOSE LAKE CARLTON COUNTY (MZH)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Straight-in minimums NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Cloquet altimeter setting. When local altimeter setting not received, use Cloquet altimeter setting and increase all DA 77 feet and all MDA 80 feet; increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats visibility 3/8 mile.

MISSED APPROACH: Climb to 4000 direct YISTU and hold.

|                          |                                       |                        |
|--------------------------|---------------------------------------|------------------------|
| AWOS-3<br><b>119.125</b> | DULUTH APP CON<br><b>125.45 233.7</b> | CTAF<br><b>122.9 0</b> |
|--------------------------|---------------------------------------|------------------------|



|           |  |           |  |
|-----------|--|-----------|--|
| ELEV 1076 |  | TDZE 1076 |  |
|-----------|--|-----------|--|

4 NM Holding Pattern

4000 ← 218° / 038° →

GP 3.00° TCH 40

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

CODIL

218°

038°

2800

6.1 NM

5.3 NM

4000

YISTU

↑

★

WANUY

2800

RW04

3000 x 75

038° to RW04

REIL Rwy 4 and 22 0

MIRL Rwy 4-22 0

| CATEGORY     | A                     | B                     | C  | D |
|--------------|-----------------------|-----------------------|----|---|
| LPV DA       | 1326-1                | 250 (300-1)           | NA |   |
| LNAV/VNAV DA | 1529-1½               | 453 (500-1½)          | NA |   |
| LNAV MDA     | 1560-1                | 484 (500-1)           | NA |   |
| CIRCLING     | 1660-1<br>584 (600-1) | 1740-1<br>664 (700-1) | NA |   |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>90139</b><br><b>W35A</b> | APP CRS<br><b>352°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4794</b><br><b>1010</b><br><b>1033</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 35

MORA MUNI (JMR)

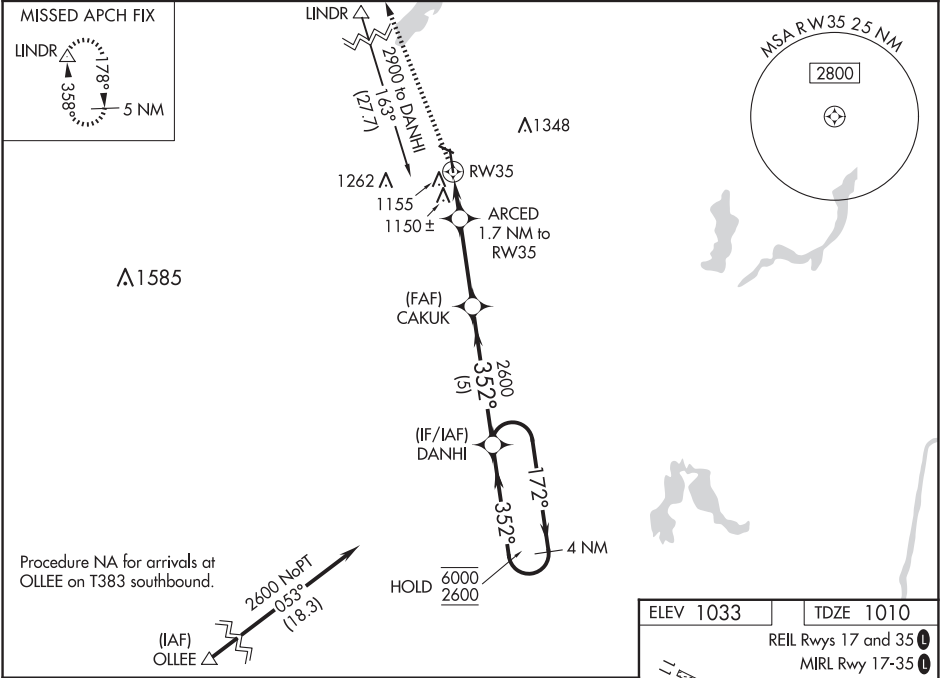
RNP APCH.

⚠

Circling NA to Rwy 11 and 29. Circling Rwy 17 NA at night.  
Rwy 35 helicopter visibility reduction below ¾ SM NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 5500 direct LINDR and hold, continue climb-in-hold to 5500.

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>123.925</b> | MINNEAPOLIS CENTER<br><b>121.05 235.775</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



|              |                    |                      |                    |                      |                      |              |                    |
|--------------|--------------------|----------------------|--------------------|----------------------|----------------------|--------------|--------------------|
| 5500         | LINDR              | ARCED 1.7 NM to RW35 | CAKUK 2600         | DANHI                | 4 NM Holding Pattern | 6000<br>2600 | GP 3.00°<br>TCH 40 |
| *LNAV only   |                    | *1.2 NM to RW35      |                    |                      |                      |              |                    |
|              |                    |                      | 1580*              | 352°                 | 172°                 |              |                    |
|              |                    |                      | 2600               | 352°                 |                      |              |                    |
|              |                    |                      | 1.2 NM             | 0.5                  | 3.2 NM               | 5 NM         |                    |
| CATEGORY     | A                  | B                    | C                  | D                    |                      |              |                    |
| LPV DA       | 1269-1             | 259 (300-1)          |                    |                      |                      |              |                    |
| LNAV/VNAV DA | 1316-1             | 306 (300-1)          |                    |                      |                      |              |                    |
| LNAV MDA     | 1420-1 410 (400-1) | 1420-1½ 410 (400-1½) |                    |                      |                      |              |                    |
| CIRCLING     | 1480-1 447 (500-1) | 1500-1 467 (500-1)   | 1700-2 667 (700-2) | 1700-2¼ 667 (700-2¼) |                      |              |                    |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

MORRIS, MINNESOTA

AL-5621 (FAA)

24305

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>49032</b><br><b>W14A</b> | APP CRS<br><b>142°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4899</b><br><b>1132</b><br><b>1136</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 14

MORRIS MUNI/CHARLIE SCHMIDT FLD (MOX)

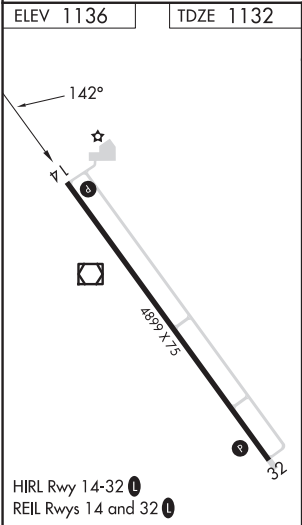
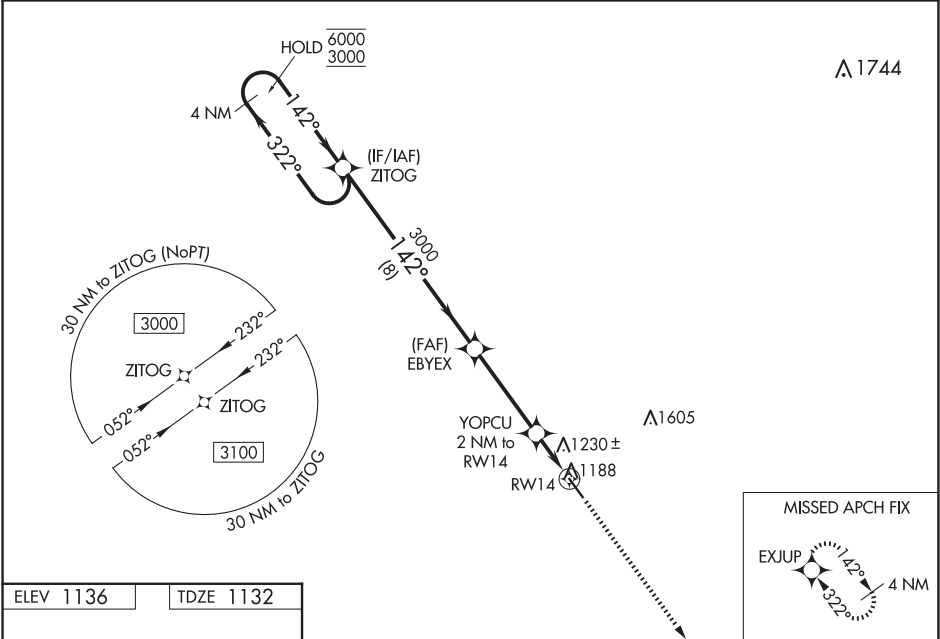
RNP APCH-GPS.

▼

Baro-VNAV and VDP NA when using BBB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use BBB altimeter setting and increase LPV and LNAV/VNAV DA to 1440 feet. Increase all MDAs 60 feet and visibility LNAV Cat C ½ SM and visibility Circling Cat C ¼ SM.

MISSED APPROACH: Climb to 3500 direct EXJUP and hold.

|                          |  |                                 |
|--------------------------|--|---------------------------------|
| AWOS-3PT<br><b>118.6</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|--|---------------------------------|



|                         |  |                       |  |                       |  |                          |  |                 |  |            |  |
|-------------------------|--|-----------------------|--|-----------------------|--|--------------------------|--|-----------------|--|------------|--|
|                         |  | ZITOG                 |  | EBYEX                 |  | YOPCU<br>2 NM to<br>RW14 |  | 3500<br>↑       |  | EXJUP<br>✦ |  |
| 4 NM<br>Holding Pattern |  |                       |  |                       |  |                          |  |                 |  |            |  |
| 6000 ← 322°             |  | 142° →                |  | 142° →                |  | 1 NM to<br>RW14          |  | 1 NM to<br>RW14 |  | RW14       |  |
| 3000                    |  |                       |  | 3000                  |  | 1800                     |  |                 |  |            |  |
| GP 3.00°<br>TCH 40      |  | 8 NM                  |  | 3.8 NM                |  | 1 NM                     |  | 1 NM            |  |            |  |
| CATEGORY                |  | A                     |  | B                     |  | C                        |  | D               |  |            |  |
| LPV DA                  |  | 1382-1                |  | 250 (300-1)           |  |                          |  |                 |  | NA         |  |
| LNAV/<br>VNAV DA        |  | 1382-1                |  | 250 (300-1)           |  |                          |  |                 |  | NA         |  |
| LNAV MDA                |  | 1480-1                |  | 348 (400-1)           |  |                          |  |                 |  | NA         |  |
| CIRCLING                |  | 1560-1<br>424 (500-1) |  | 1600-1<br>464 (500-1) |  | 1860-2<br>724 (800-2)    |  |                 |  | NA         |  |

MORRIS, MINNESOTA  
Amdt 2A 31OCT24

MORRIS MUNI/CHARLIE SCHMIDT FLD (MOX)  
45°34'N-95°58'W  
RNAV (GPS) RWY 14

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>93732</b><br><b>W32A</b> | APP CRS<br><b>322°</b> | Rwy Idg<br>TDZE <b>1130</b><br>Apt Elev <b>1136</b> |
|--|------------------------|---|

RNAV (GPS) RWY 32

MORRIS MUNI/CHARLIE SCHMIDT FLD (MOX)

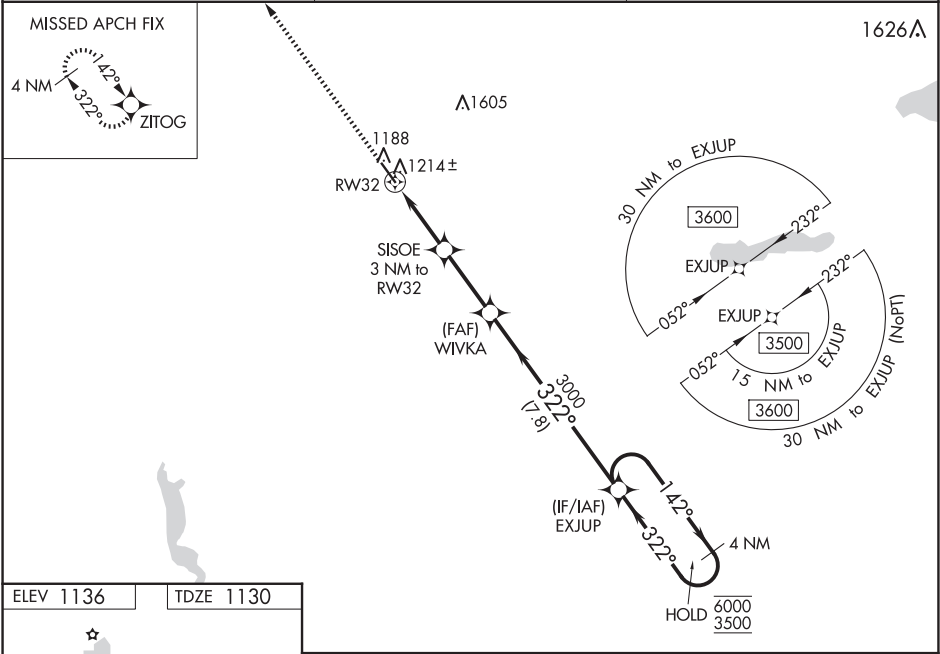
RNP APCH - GPS.

⚠

Baro-VNAV and VDP NA when using BBB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use BBB altimeter setting and increase LPV DA to 1380 feet and LNAV/VNAV DA to 1477 feet. Increase all MDAs 60 feet and visibility LNAV Cat C ½ SM and visibility Circling Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct ZITOG and hold.

|                          |  |                                 |
|--------------------------|--|---------------------------------|
| AWOS-3PT<br><b>118.6</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|--|---------------------------------|



ELEV 1136 TDZE 1130

1

4699 X-75

322°

3000

ZITOG

1 NM to RW32

RW32

SISOE  
3 NM to RW32

WIVKA

3000

EXJUP

4 NM Holding Pattern

142°

322°

6000  
3500

GP 3.00°  
TCH 40

1 NM 2 NM 2.8 NM 7.8 NM

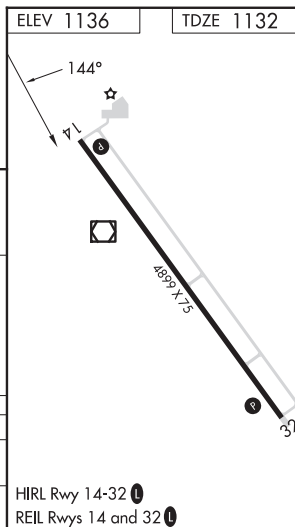
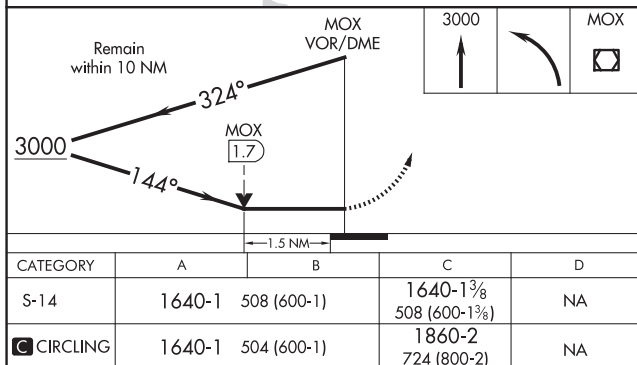
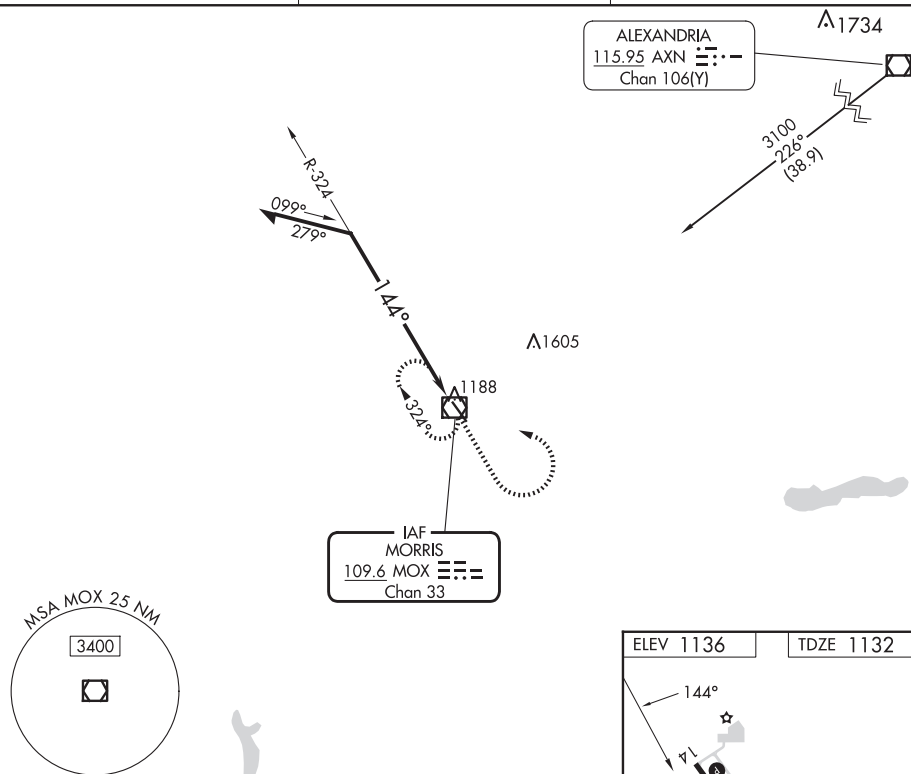
| CATEGORY     | A                     | B                     | C                     | D  |
|--------------|-----------------------|-----------------------|-----------------------|----|
| LPV DA       | 1330-1                | 200 (200-1)           |                       | NA |
| LNAV/VNAV DA | 1419-1                | 289 (300-1)           |                       | NA |
| LNAV MDA     | 1480-1                | 350 (400-1)           |                       | NA |
| CIRCLING     | 1560-1<br>424 (500-1) | 1600-1<br>464 (500-1) | 1860-2<br>724 (800-2) | NA |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

VOR RWY 14  
MORRIS MUNI/CHARLIE SCHMIDT FLD (MOX)

**MISSED APPROACH:** Climb to 3000 then left turn direct MOX VOR/DME and hold.

UNICOM  
122.8 (CTAF) 

NC-1, 12 JUN 2025 to 07 AUG 2025

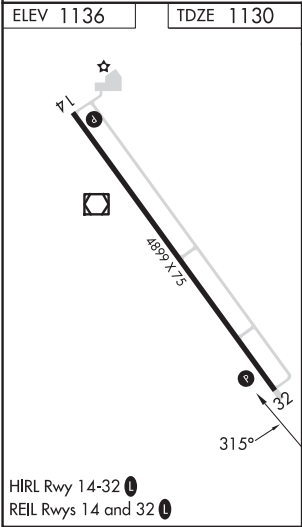
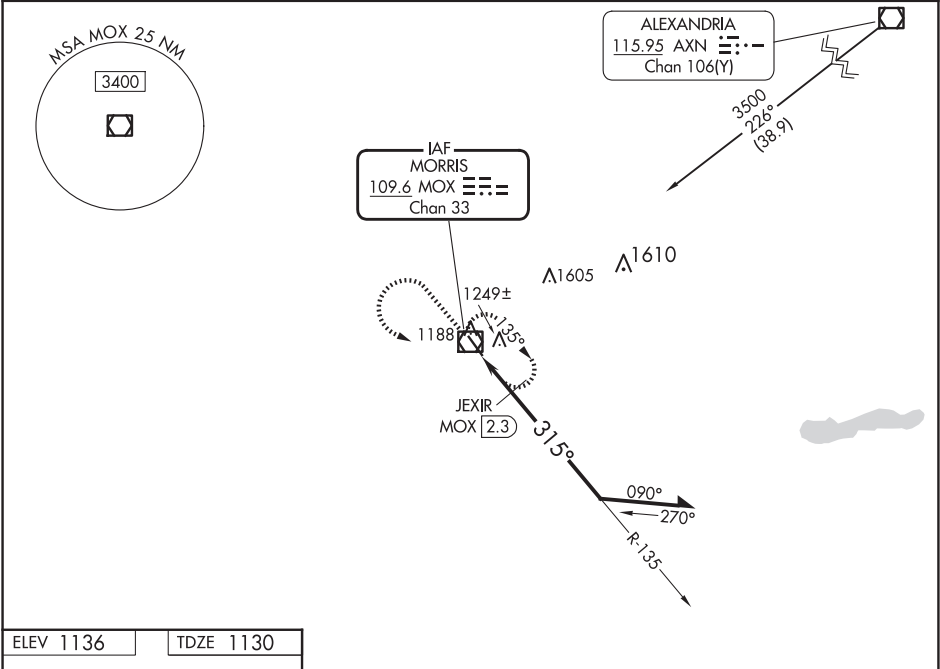
|             |         |          |      |
|-------------|---------|----------|------|
| VOR/DME MOX | APP CRS | Rwy Idg  | 4899 |
| 109.6       | 315°    | TDZE     | 1130 |
| Chan 33     |         | Apt Elev | 1136 |

VOR RWY 32

MORRIS MUNI/CHARLIE SCHMIDT FLD (MOX)

|   |   |
|---|---|
| <p>⚠ VDP NA when using BBB altimeter setting. When local altimeter setting not received, use BBB altimeter setting and increase all MDAs 60 feet and increase S-32 visibility Cat C ⅓ SM and Circling visibility Cat C ¼ SM; increase JEXIR fix minimums S-32 and Circling visibility Cat C ¼ SM.</p> | <p>MISSED APPROACH: Climb to 3000 then left turn direct MOX VOR/DME and hold.</p> |
|---|---|

|                   |                                   |                          |
|-------------------|-----------------------------------|--------------------------|
| AWOS-3PT<br>118.6 | MINNEAPOLIS CENTER<br>126.1 269.2 | UNICOM<br>122.8 (CTAF) 0 |
|-------------------|-----------------------------------|--------------------------|



|                    |                       |                       |                         |         |                     |      |
|--------------------|-----------------------|-----------------------|-------------------------|---------|---------------------|------|
|                    | 3000                  | MOX                   | MOX VOR/DME             | 135°    | Remain within 10 NM | 2800 |
|                    |                       |                       |                         | MOX 1.7 | JEXIR MOX 2.3       |      |
|                    |                       |                       |                         | 3.00°   | TCH 40              |      |
|                    |                       |                       |                         | 1.1 NM  | 0.6 NM              |      |
| CATEGORY           | A                     | B                     | C                       | D       |                     |      |
| S-32               | 1700-1                | 570 (600-1)           | 1700-1½<br>570 (600-1½) | NA      |                     |      |
| CIRCLING           | 1700-1                | 564 (600-1)           | 1860-2<br>724 (800-2)   | NA      |                     |      |
| JEXIR FIX MINIMUMS |                       |                       |                         |         |                     |      |
| S-32               | 1500-1                | 370 (400-1)           |                         | NA      |                     |      |
| CIRCLING           | 1560-1<br>424 (500-1) | 1600-1<br>464 (500-1) | 1860-2<br>724 (800-2)   | NA      |                     |      |

VOR RWY 32

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

NEW TOWN, NORTH DAKOTA

AL-10795 (FAA-O)

20366

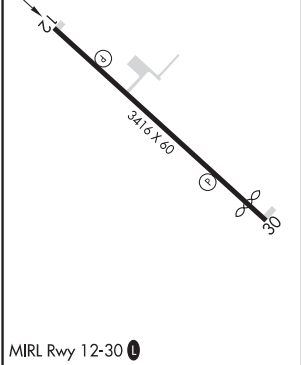
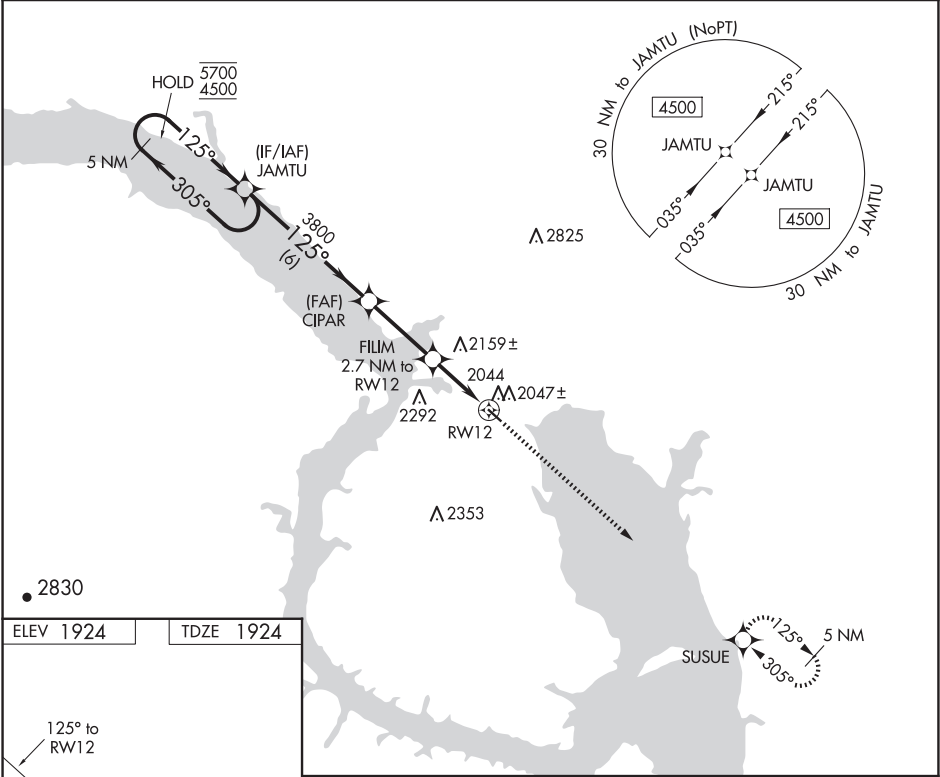
|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3416</b> |
| <b>125°</b> | TDZE     | <b>1924</b> |
|             | Apt Elev | <b>1924</b> |

# RNAV (GPS) RWY 12

NEW TOWN MUNI (Ø5D)

|   |   |
|---|---|
| RNP APCH.   | MISSED APPROACH: Climb to 4500 direct SUSUE and hold. |
| <p>▼ Use Stanley altimeter setting, when not received, use Tioga altimeter setting and increase all MDAs 40 feet. Increase Cat C visibilities ¼ SM. Rwy 12 helicopter visibility reduction below ¾ SM NA.</p> |   |

|  |                        |
|--|------------------------|
| MINNEAPOLIS CENTER<br><b>127.6 279.6</b> | CTAF<br><b>122.9 0</b> |
|--|------------------------|



|                       |                       |                       |                               |      |       |
|-----------------------|-----------------------|-----------------------|-------------------------------|------|-------|
| 5 NM Holding Pattern  |                       |                       |                               | 4500 | SUSUE |
| JAMTU                 |                       |                       |                               | ↑    | ✧     |
| 5700 ← 305° → 4500    |                       |                       |                               |      |       |
| 125° →                |                       |                       |                               |      |       |
| 3800                  |                       |                       |                               |      |       |
| CIPAR                 |                       |                       |                               |      |       |
| 3.00 NM TCH 40        |                       |                       |                               |      |       |
| FILM 2.7 NM to RWY 12 |                       |                       |                               |      |       |
| RWY 12                |                       |                       |                               |      |       |
| 2800                  |                       |                       |                               |      |       |
| 6 NM                  |                       |                       |                               |      |       |
| 3.1 NM                |                       |                       |                               |      |       |
| 2.7 NM                |                       |                       |                               |      |       |
| CATEGORY              | A                     | B                     | C                             | D    |       |
| LNAV MDA              | 2440-1                | 516 (600-1)           | 2440-1 3/8<br>516 (600-1 3/8) | NA   |       |
| CIRCLING              | 2520-1<br>596 (600-1) | 2620-1<br>696 (700-1) | 2780-2 1/2<br>856 (900-2 1/2) | NA   |       |

NEW TOWN, NORTH DAKOTA  
Orig 31DEC20

47°58'N-102°29'W

# RNAV (GPS) RWY 12

NEW TOWN MUNI (Ø5D)

NC-1, 12 JUN 2025 to 07 AUG 2025

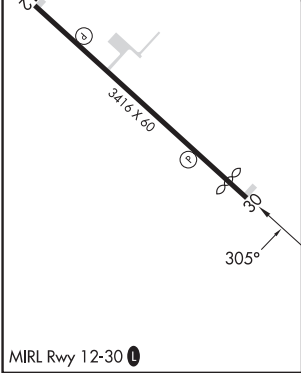
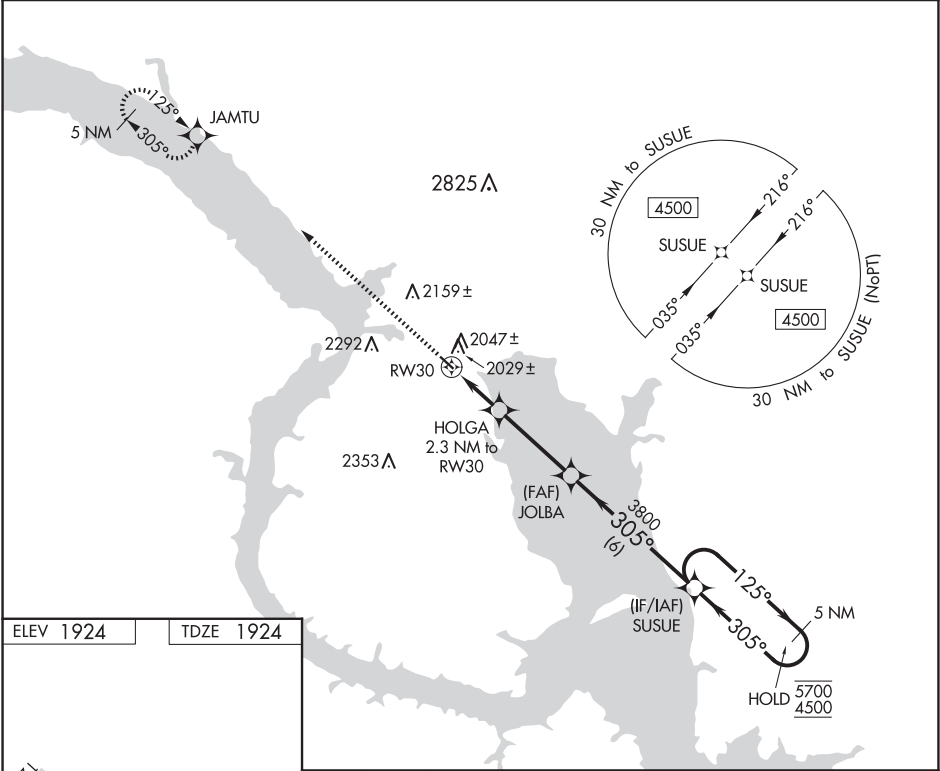
NC-1, 12 JUN 2025 to 07 AUG 2025

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3120 |
| 305°    | TDZE     | 1924 |
|         | Apt Elev | 1924 |

RNAV (GPS) RWY 30  
NEW TOWN MUNI (Ø5D)

|           |   |
|-----------|---|
| RNP APCH. | MISSED APPROACH: Climb to 4500 direct JAMTU and hold.   |
| ▼<br>▲ NA | Use Stanley altimeter setting, when not received, use Tioga altimeter setting and increase all MDAs 40 feet. Increase Circling Cat C visibility ¼ SM. |

|                                   |                 |
|-----------------------------------|-----------------|
| MINNEAPOLIS CENTER<br>127.6 279.6 | CTAF<br>122.9 0 |
|-----------------------------------|-----------------|



|            |  |                       |                         |                      |
|------------|--|-----------------------|-------------------------|----------------------|
| 4500 JAMTU | VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 31). |                       |                         |                      |
| ↑          | HOLGA 2.3 NM to RW30   | JOLBA                 | SUSUE                   | 5 NM Holding Pattern |
|            | 2680   | 3800                  | 5700                    | 4500                 |
|            | 2.3 NM   | 3.5 NM                | 6 NM                    |                      |
|            | 3.00° TCH 35   | 305°                  | 125°                    | 305°                 |
|            |  |                       |                         |                      |
| CATEGORY   | A  | B                     | C                       | D                    |
| LNAV MDA   | 2380-1   | 456 (500-1)           | 2380-1⅓<br>456 (500-1⅓) | NA                   |
| CIRCLING   | 2520-1<br>596 (600-1)  | 2620-1<br>696 (700-1) | 2780-2½<br>856 (900-2½) | NA                   |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

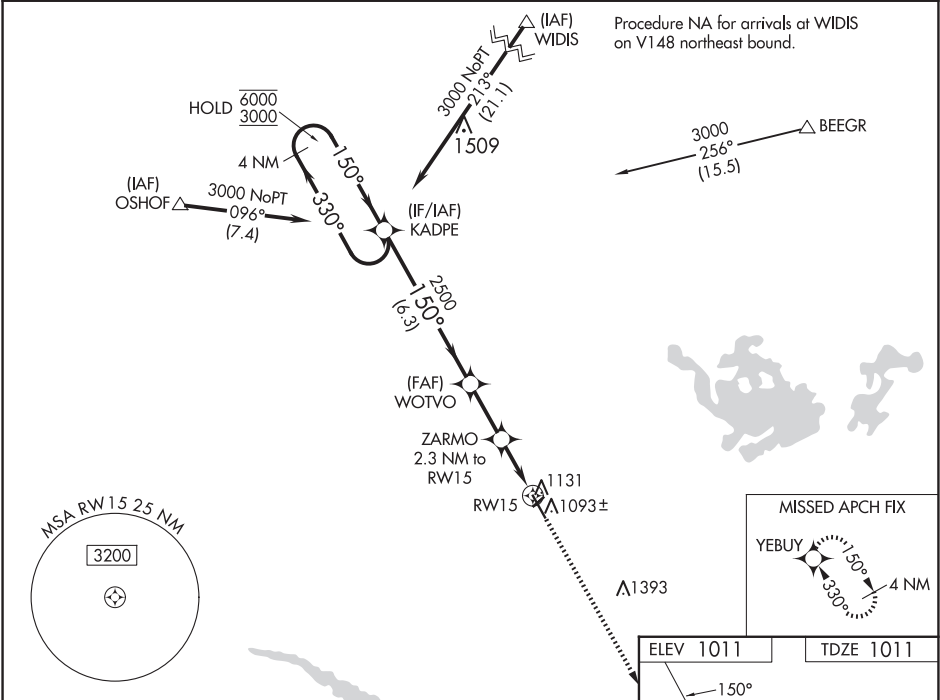
|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>87131</b><br><b>W15A</b> | APP CRS<br><b>150°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>5401</b><br><b>1011</b><br><b>1011</b> |
|--|------------------------|--|

RNAV (GPS) RWY 15

NEW ULM MUNI (ULM)

|  |   |
|--|---|
| RNP APCH.  | MISSED APPROACH: Climb to 3000 direct YEBUY and hold. |
| ▼ Circling NA to Rwys 4 and 22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. |   |

|                          |  |                       |                                 |
|--------------------------|--|-----------------------|---------------------------------|
| AWOS-3<br><b>118.325</b> | MINNEAPOLIS CENTER<br><b>127.1 290.2</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|--|-----------------------|---------------------------------|



|                      |                       |  |                         |                       |                |
|----------------------|-----------------------|--|-------------------------|-----------------------|----------------|
| 4 NM Holding Pattern |                       | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25). |                         | 3000                  | YEBUY          |
| 6000<br>3000         |                       | KADPE  |                         | WOTVO                 | ZARMO          |
| GP 3.00°<br>TCH 40   |                       | 2500   |                         | 2.3 NM to RW15        | 1.2 NM to RW15 |
| 6.3 NM               |                       | 2.3 NM   |                         | 1.1 NM                | 1.2 NM         |
| CATEGORY             | A                     | B  | C                       | D                     |                |
| LPV DA               | 1261-1                |  | 250 (300-1)             |                       |                |
| LNAV/VNAV DA         | 1298-1                |  | 287 (300-1)             |                       |                |
| LNAV MDA             | 1400-1                | 389 (400-1)  | 1400-1½                 | 389 (400-1½)          |                |
| CIRCLING             | 1440-1<br>429 (500-1) | 1500-1<br>489 (500-1)  | 1620-1¾<br>609 (700-1¾) | 1620-2<br>609 (700-2) |                |



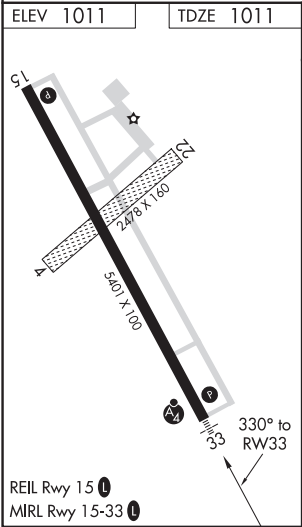
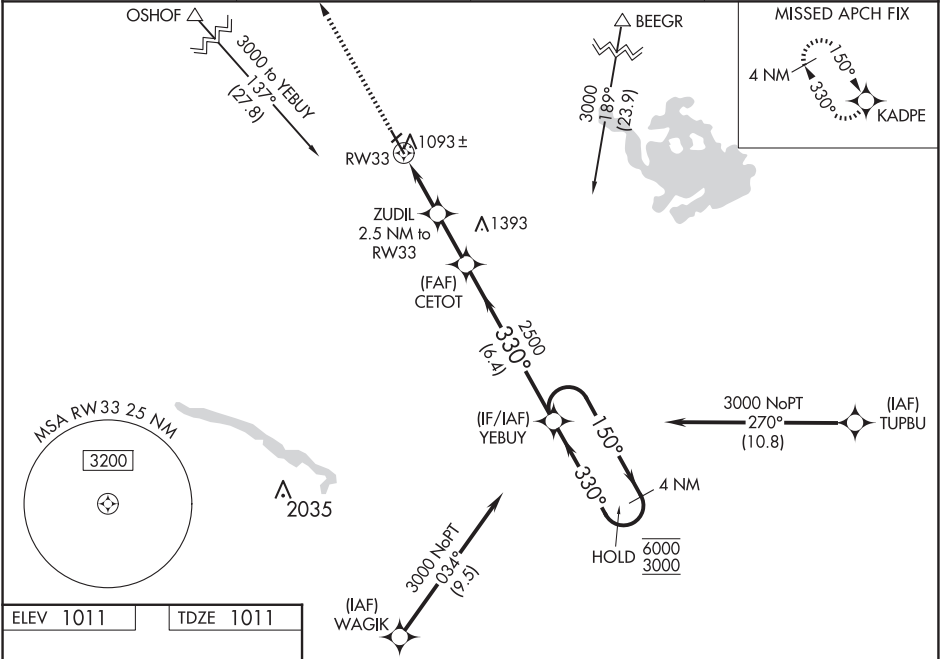
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56631</b><br><b>W33A</b> | APP CRS<br><b>330°</b> | Rwy Idg <b>5401</b><br>TDZE <b>1011</b><br>Apt Elev <b>1011</b> |
|--|------------------------|---|

RNAV (GPS) RWY 33

NEW ULM MUNI (ULM)

|   |           |   |
|---|-----------|---|
| RNP APCH.<br>Circling NA to Rwy 4 and 22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV/VNAV all Cats visibility to 7/5 SM, LNAV Cat D to 1 1/5 SM. | MALSF<br> | MISSED APPROACH: Climb to 3000 direct KADPE and hold. |
|---|-----------|---|

|                          |  |                       |                                 |
|--------------------------|--|-----------------------|---------------------------------|
| AWOS-3<br><b>118.325</b> | MINNEAPOLIS CENTER<br><b>127.1 290.2</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|--|-----------------------|---------------------------------|



3000

↑

KADPE

✱

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 50).

YEBUY

4 NM  
Holding Pattern

\*LNAV only.

ZUDIL

2.5 NM to  
RW33

CETOT

2500

150°

330°

6000

3000

\*1.1 NM to  
RW33

1840\*

2500

GP 3.00°  
TCH 40

1.1

1.4

2.1 NM

6.4 NM

| CATEGORY     | A                      | B                     | C                           | D                     |
|--------------|------------------------|-----------------------|-----------------------------|-----------------------|
| LPV DA       | 1211-3/4 200 (200-3/4) |                       |                             |                       |
| LNAV/VNAV DA | 1312-3/4 301 (400-3/4) |                       |                             |                       |
| LNAV MDA     | 1400-3/4 389 (400-3/4) |                       | 1400-7/8 389 (400-7/8)      |                       |
| CIRCLING     | 1440-1<br>429 (500-1)  | 1500-1<br>489 (500-1) | 1620-13/4<br>609 (700-13/4) | 1620-2<br>609 (700-2) |

NORTHWOOD, NORTH DAKOTA

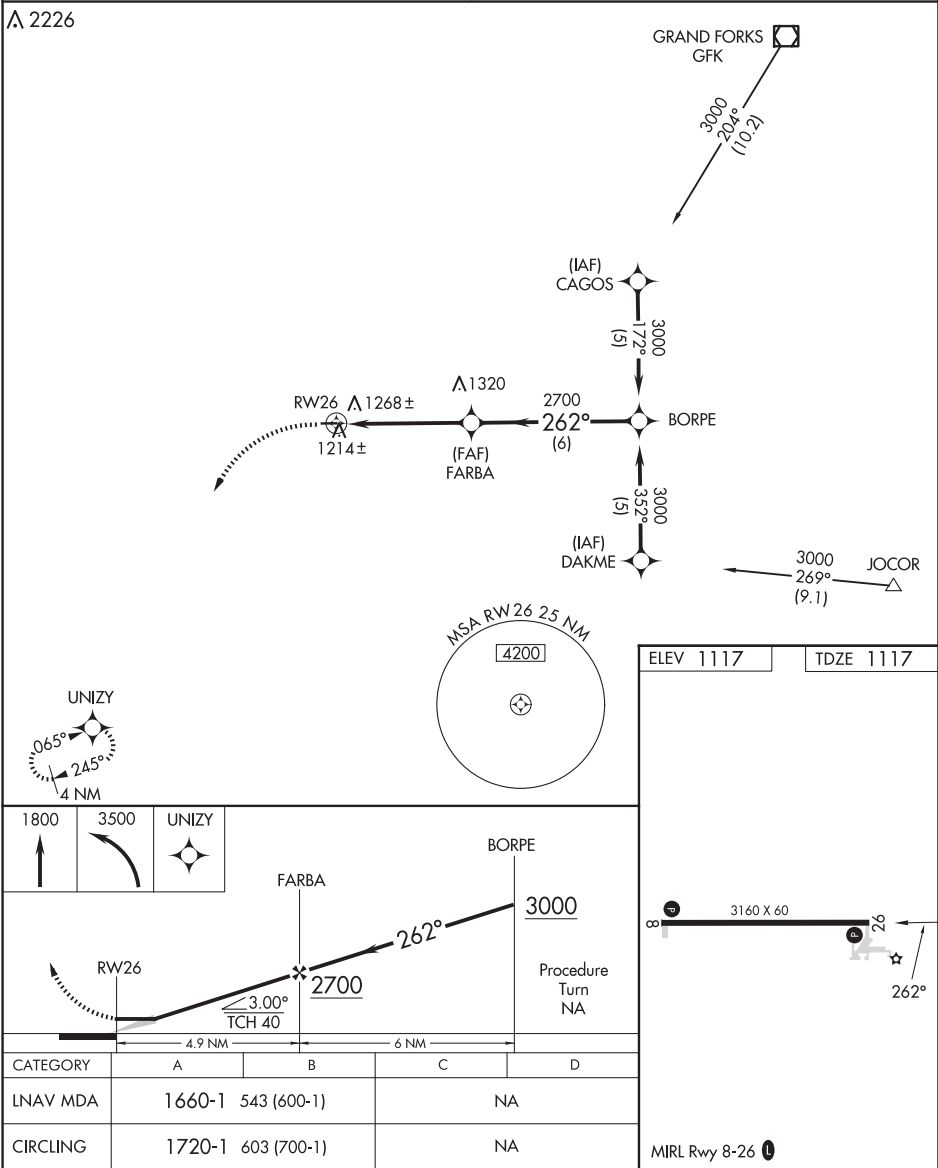
AL-9474 (FAA)

23250

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3160</b> |
| <b>262°</b> | TDZE     | <b>1117</b> |
|             | Apt Elev | <b>1117</b> |

**RNAV (GPS) RWY 26**  
NORTHWOOD MUNI/VINCE FLD (4V4)

|  |  |
|--|--|
| RNP APCH - GPS.                            | MISSED APPROACH: Climb to 1800 then climbing left turn to 3500 direct UNIZY WP and hold. |
| Use Grand Forks Intl altimeter setting.    |  |
| GRAND FORKS APP CON★<br><b>118.1 318.1</b> | UNICOM<br><b>122.8 (CTAF) 0</b>  |



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

APP CRS  
305°

Rwy Idg  
TDZE  
Apt Elev

3505  
1335  
1335

RNAV (GPS) RWY 30

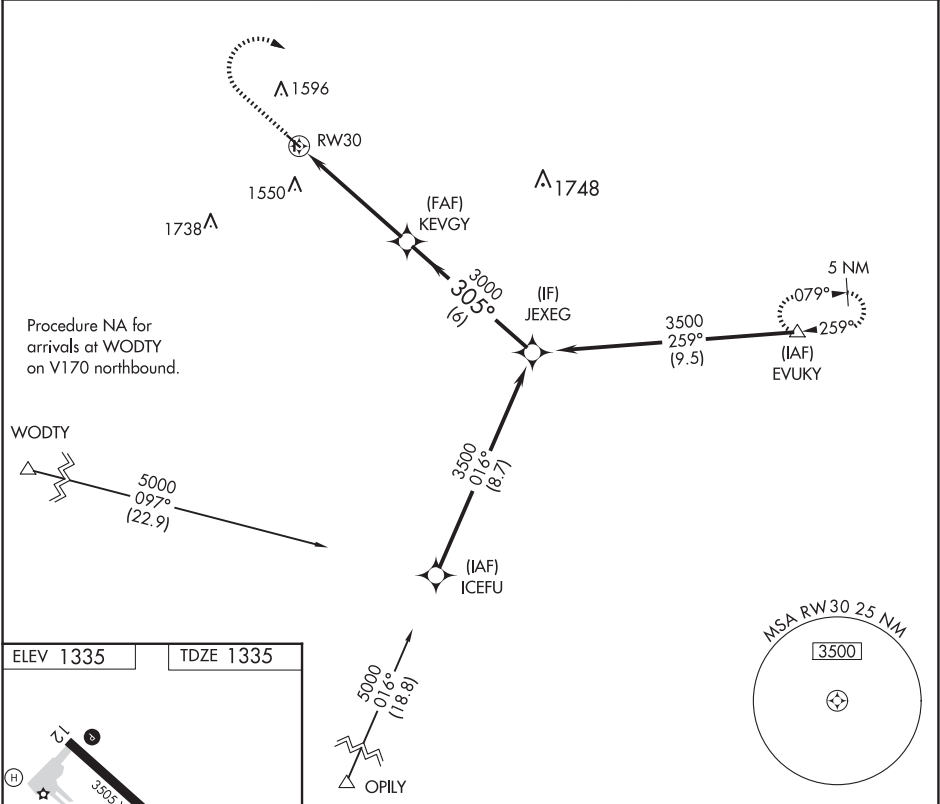
OAKES MUNI (2D5)

RNP APCH

When local altimeter setting not received, use Aberdeen altimeter setting; increase all MDA 120 feet and LNAV and Circling Cat C visibility ¼ mile. Circling Rwy 17, 35 NA. Rwy 30 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 5000 direct EVUKY and hold.

|                   |                                   |                 |
|-------------------|-----------------------------------|-----------------|
| AWOS-3<br>118,675 | MINNEAPOLIS CENTER<br>124.2 270.3 | CTAF<br>122.9 0 |
|-------------------|-----------------------------------|-----------------|



ELEV 1335

TDZE 1335

2000

5000

EVUKY

| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LNAV MDA | 1920-1 | 585 (600-1) | 1920-1¾<br>585 (600-1¾) | NA |
| CIRCLING | 1920-1 | 585 (600-1) | 2020-2<br>685 (700-2)   | NA |

OLIVIA, MINNESOTA

AL-6301 (FAA)

25051

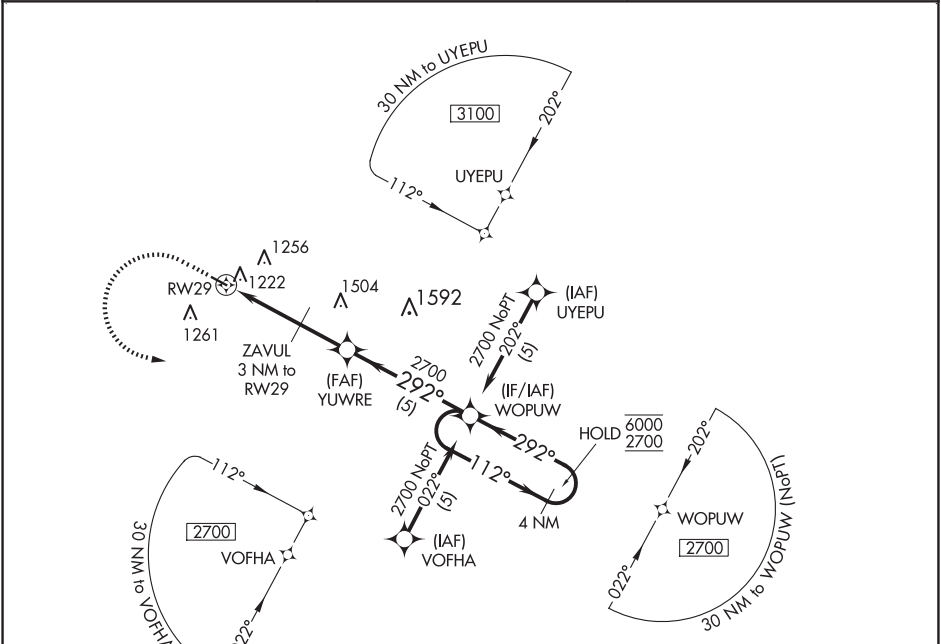
|                        |                                |  |
|------------------------|--------------------------------|--|
| APP CRS<br><b>292°</b> | Rwy Idg<br>TDZE<br><b>1076</b> | <b>3498</b><br><b>1076</b><br>Apt Elev |
|------------------------|--------------------------------|--|

RNAV (GPS) RWY 29

OLIVIA RGNL (OVL)

|   |   |
|---|---|
| RNP APCH - GPS.   | MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct WOPUW and hold. |
| <div><div></div><div>Rwy 29 helicopter visibility reduction below 1 SM NA. Procedure NA at night.</div></div> |   |

|                          |  |                               |
|--------------------------|--|-------------------------------|
| AWOS-3<br><b>119.275</b> | MINNEAPOLIS CENTER<br><b>127.1 290.2</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------|--|-------------------------------|



ELEV 1076

TDZE 1076

2000

2700

WOPUW

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25)

YUWRE

WOPUW

4 NM Holding Pattern

RW29

ZAVUL 3 NM to RW29

2060

2700

292°

112°

6000

2700

3 NM

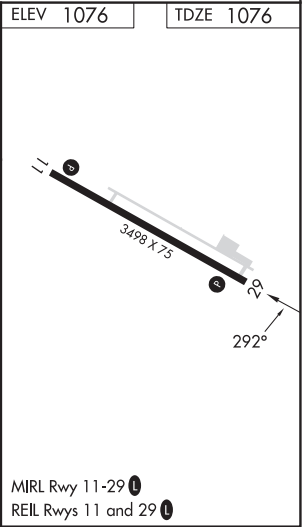
1.9 NM

5 NM

|          |                    |   |                    |   |
|----------|--------------------|---|--------------------|---|
| CATEGORY | A                  | B   | C                  | D |
| LNAV MDA | 1580-1 504 (600-1) | 1580-1 <sup>3</sup> / <sub>8</sub> 504 (600-1 <sup>3</sup> / <sub>8</sub> ) |                    |   |
| CIRCLING | 1620-1 544 (600-1) | 1720-1 <sup>3</sup> / <sub>4</sub> 644 (700-1 <sup>3</sup> / <sub>4</sub> ) | 1720-2 644 (700-2) |   |

MIRL Rwy 11-29

REIL Rws 11 and 29



OLIVIA, MINNESOTA  
Orig-D 20FEB25

44°47'N-95°02'W

OLIVIA RGNL (OVL)

RNAV (GPS) RWY 29

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|                |             |          |             |
|----------------|-------------|----------|-------------|
| VOR/DME RWF    | APP CRS     | Rwy Idg  | N/A         |
| <b>113.3</b>   | <b>005°</b> | TDZE     | N/A         |
| Chan <b>80</b> |             | Apt Elev | <b>1076</b> |

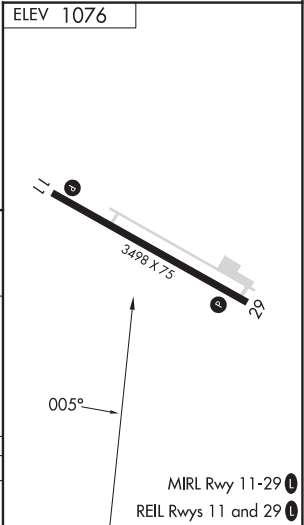
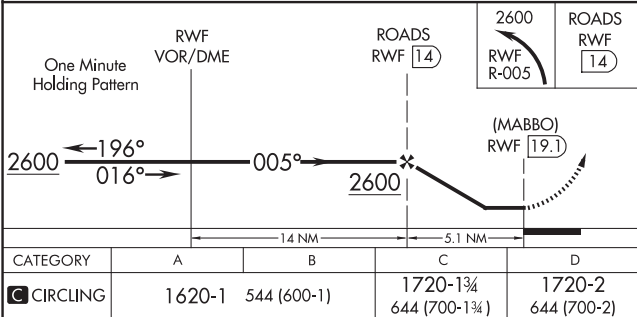
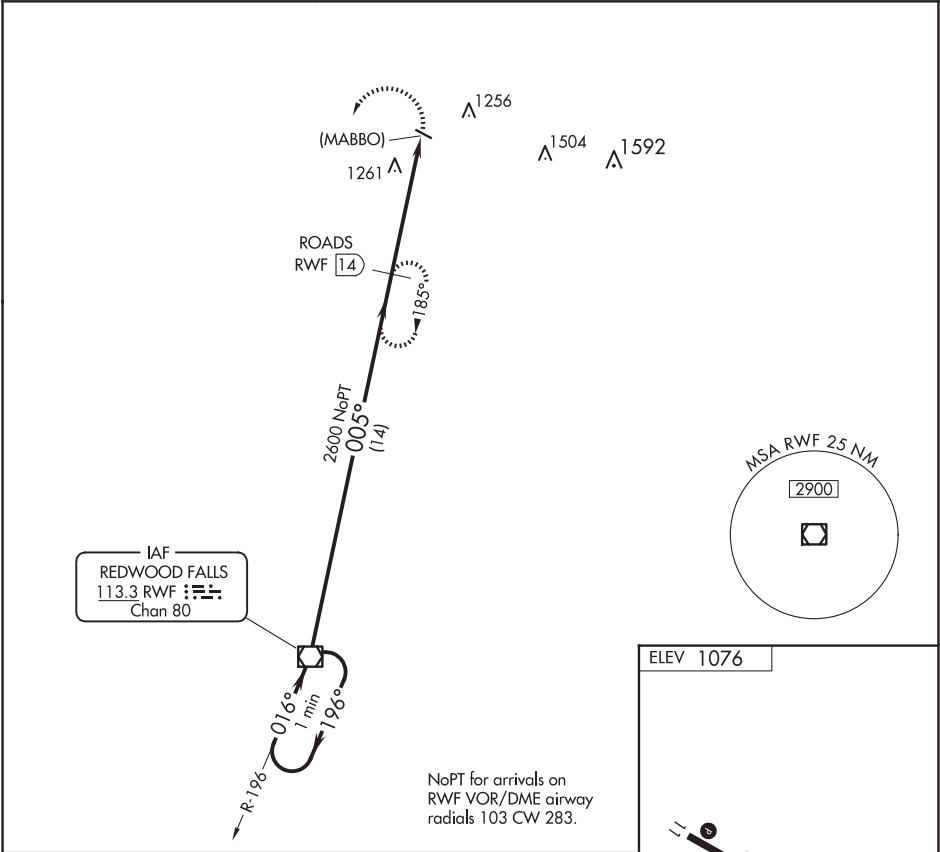
VOR/DME or GPS-A

OLIVIA RGNL (OVL)

NA

MISSED APPROACH: Climbing left turn to 2600 via RWF R-005 to ROADS 14 DME and hold.

|                          |  |                               |
|--------------------------|--|-------------------------------|
| AWOS-3<br><b>119.275</b> | MINNEAPOLIS CENTER<br><b>127.1 290.2</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------|--|-------------------------------|



ONIDA, SOUTH DAKOTA

AL-10269 (FAA)

20310

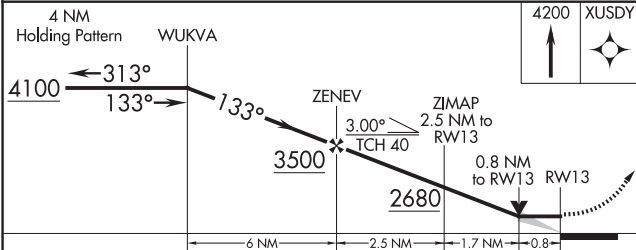
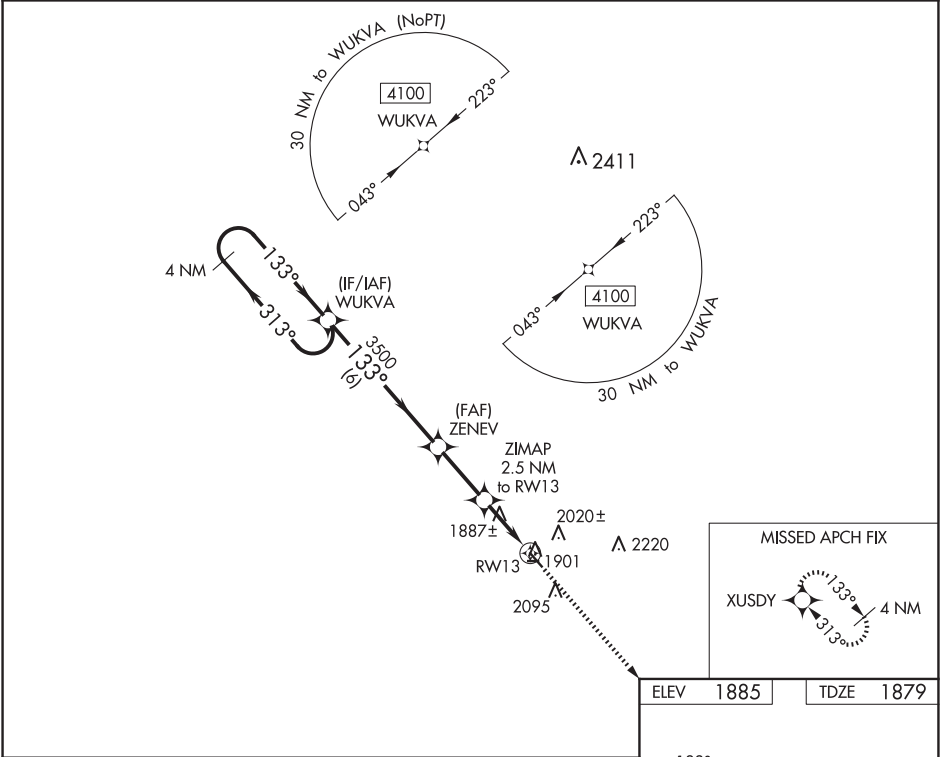
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>53341</b><br><b>W13A</b> | APP CRS<br><b>133°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3800</b><br><b>1879</b><br><b>1885</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 13

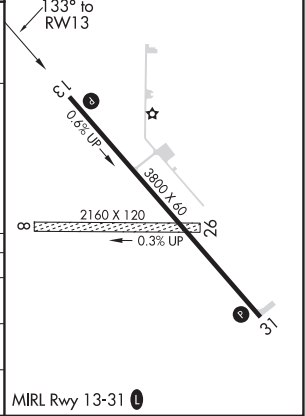
ONIDA MUNI (98D)

|   |  |
|---|--|
| <div><div>▼</div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. VDP NA when using Pierre altimeter setting.<br/>When local altimeter setting not received, use Pierre altimeter setting:<br/>increase all MDAs 80 feet and Circling Cat C visibility <math>\frac{1}{4}</math> SM.</div> | MISSED APPROACH: Climb to 4200<br>direct XUSDY and hold. |
|---|--|

|                                 |  |
|---------------------------------|--|
| AWOS-2<br><b>122.9 (CTAF) 0</b> | MINNEAPOLIS CENTER<br><b>125.1 269.1</b> |
|---------------------------------|--|



| CATEGORY              | A      | B           | C  | D  |
|-----------------------|--------|-------------|--|----|
| LP MDA                | 2140-1 | 261 (300-1) |  | NA |
| LNAV MDA              | 2160-1 | 281 (300-1) |  | NA |
| <div>C</div> CIRCLING | 2400-1 | 515 (600-1) | 2520-1 $\frac{3}{4}$<br>635 (700-1 $\frac{3}{4}$ ) | NA |



ONIDA, SOUTH DAKOTA

Orig 01FEB18

44°42'N-100°06'W

ONIDA MUNI (98D)

RNAV (GPS) RWY 13

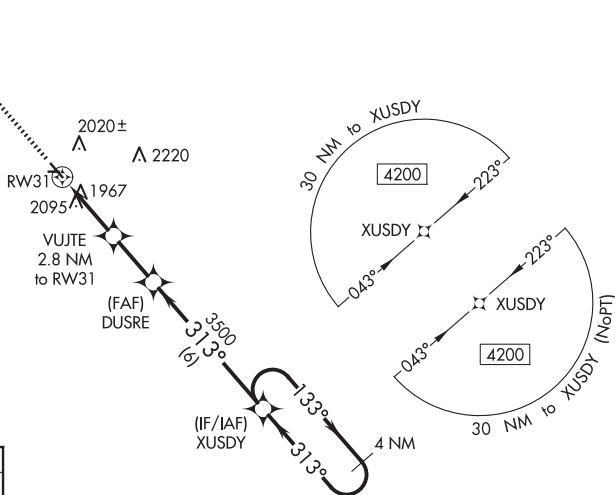
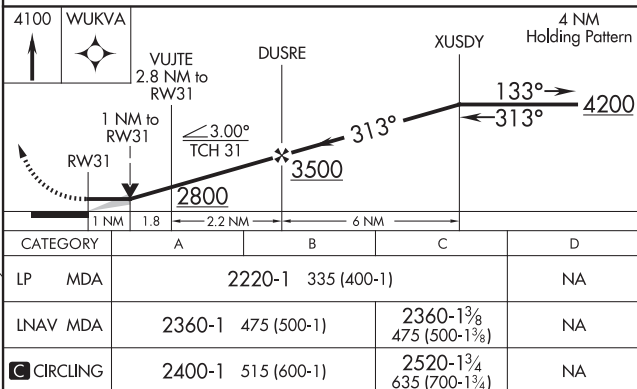
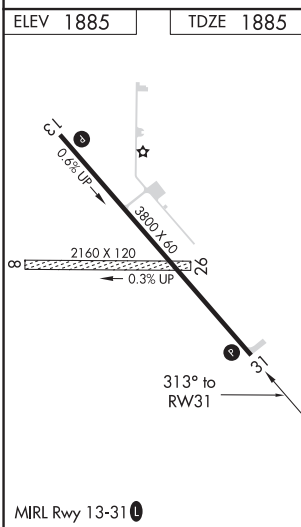
NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 31  
ONIDA MUNI (98D)

**MISSED APPROACH:**  
Climb to 4100 direct  
WUKVA and hold.

MINNEAPOLIS CENTER  
125.1 269.1

2446  $\Delta$ 

ORR, MINNESOTA

AL-6137 (FAA)

21112

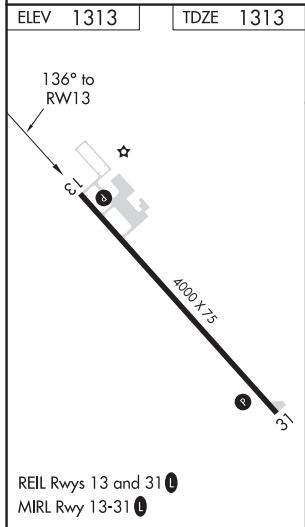
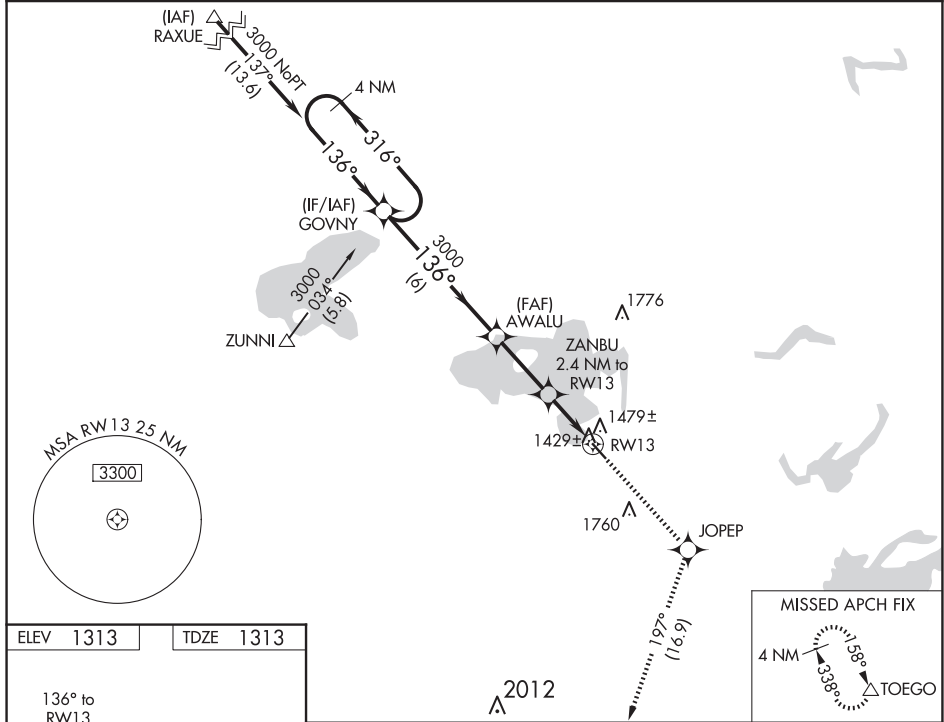
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>69224</b><br><b>W13A</b> | APP CRS<br><b>136°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4000</b><br><b>1313</b><br><b>1313</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 13

ORR RGNL(ORB)

|  |  |
|--|--|
| RNP APCH.<br>▼ Rwy 13 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Cook altimeter setting; increase all MDA 40 feet and increase Circling visibility Cat C ¼ SM. VDP NA when using Cook altimeter setting.<br>⚠ | MISSED APPROACH: Climb to 3600 direct JOPEP and on track 197° to TOEGO and hold. |
|--|--|

|                          |  |                       |                                 |
|--------------------------|--|-----------------------|---------------------------------|
| AWOS-3<br><b>118.325</b> | MINNEAPOLIS CENTER<br><b>120.9 377.1</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF) ①</b> |
|--------------------------|--|-----------------------|---------------------------------|



|  |  |  |  |                        |             |                         |
|--|--|--|--|------------------------|-------------|-------------------------|
| VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 20). |  |  |  | 3600                   | JOPEP       | TOEGO                   |
| 4 NM Holding Pattern   |  |  |  | ↑                      | ✦           | tr 197°                 |
| 3000 ← 316° → 136° → 3000  |  |  |  | ZANBU 2.4 NM to RWY 13 |             |                         |
| 6 NM   |  |  |  | 2100                   |             |                         |
| 2.8 NM   |  |  |  | 1.2 NM to RWY 13       |             |                         |
| CATEGORY   |  |  |  | A                      | B           | C                       |
| LP MDA   |  |  |  | 1720-1                 | 407 (500-1) | 1720-1½<br>407 (500-1½) |
| LNAV MDA   |  |  |  | 1760-1                 | 447 (500-1) | 1760-1¾<br>447 (500-1¾) |
| CIRCLING   |  |  |  | 1920-1                 | 607 (700-1) | 2120-2¼<br>807 (900-2¼) |

ORR, MINNESOTA  
Orig-D 22APR21

48°01'N-92°51'W

# RNAV (GPS) RWY 13

ORR RGNL(ORB)

NC-1, 12 JUN 2025 to 07 AUG 2025



WAAS  
CH **87124**  
**W34A**

APP CRS  
**344°**

Rwy Idg  
TDZE **1097**  
Apt Elev **1101**

**RNAV (GPS) RWY 34**

ORTONVILLE MUNI/MARTINSON FLD (VTV)

RNP APCH - GPS.

▼

▲

Circling NA to Rwy 4 and 22. Procedure NA at night.  
Rwy 34 helicopter visibility reduction below 1 SM NA.

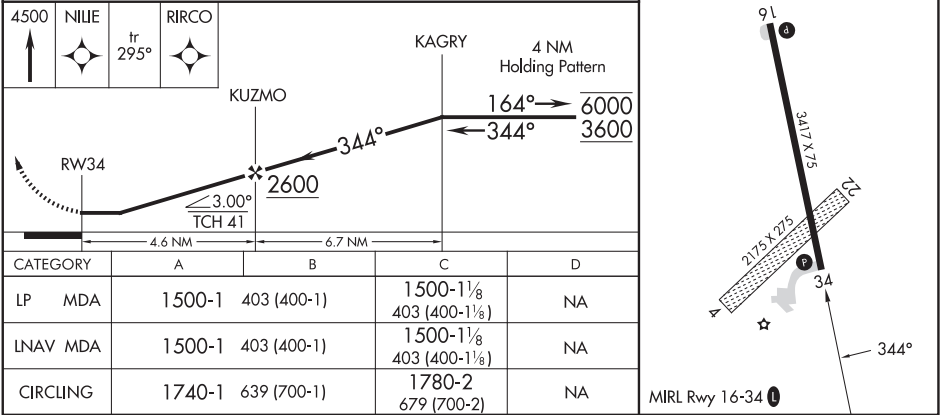
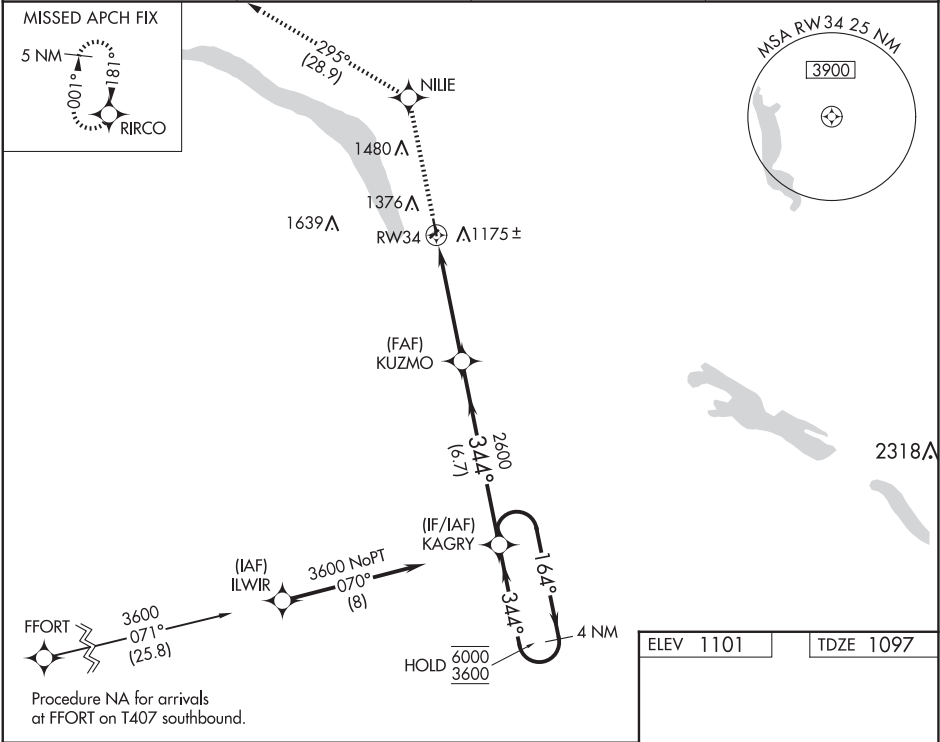
MISSED APPROACH: Climb to 4500 direct NIIIE and on track 295° to RIRCO and hold.

AWOS-3  
**119.225**

MINNEAPOLIS CENTER  
**128.5 306.2**

GCO  
**121.725**

UNICOM  
**122.8** (CTAF) **1**



OWATONNA, MINNESOTA

AL-5426 (FAA)

23334

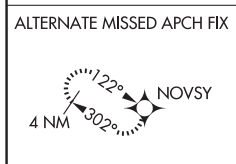
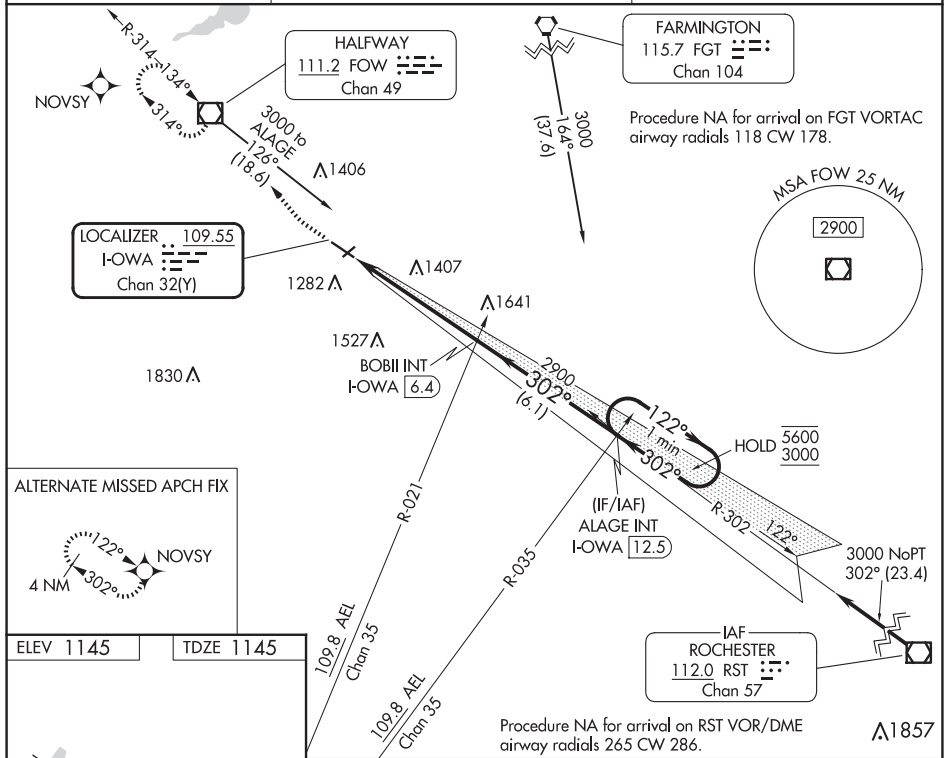
|   |                        |   |
|---|------------------------|---|
| LOC/DME I-OWA<br><b>109.55</b><br>Chan <b>32(Y)</b> | APP CRS<br><b>302°</b> | Rwy Idg <b>5500</b><br>TDZE <b>1145</b><br>Apt Elev <b>1145</b> |
|---|------------------------|---|

# ILS or LOC RWY 30

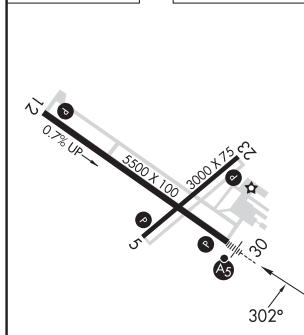
OWATONNA DEGNER RGNL (OWA)

|                       |       |  |
|-----------------------|-------|--|
| RNP APCH - GPS.<br>NA | MALSR | MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct FOW VOR/DME and hold, continue climb-in-hold to 3000. |
|-----------------------|-------|--|

|                          |   |                                |
|--------------------------|---|--------------------------------|
| AWOS-3<br><b>128.325</b> | ROCHESTER APP CON ★<br><b>119.8 251.125</b> | UNICOM<br><b>122.7(CTAF) 0</b> |
|--------------------------|---|--------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1145 | TDZE 1145 |
|-----------|-----------|



- MIRL Rwy 5-23
- REIL Rws 5, 12, and 23
- HIRL Rwy 12-30

|                   |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| FAF to MAP 5.4 NM |      |      |      |      |      |
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

|           |           |                     |                      |                            |
|-----------|-----------|---------------------|----------------------|----------------------------|
| 2000      | 3000      | FOW                 | ALAGE INT I-OWA 12.5 | One Minute Holding Pattern |
| I-OWA 1.1 | I-OWA 2.7 | BOBII INT I-OWA 6.4 | 2900                 | 122° 5600                  |
| 1.6 NM    | 3.8 NM    | 6.1 NM              | 302° 3000            | GS 3.00° TCH 50            |
| CATEGORY  | A         | B                   | C                    | D                          |
| S-ILS 30  | 1345-1/2  | 200 (200-1/2)       |                      |                            |
| S-LOC 30  | 1700-1/2  | 555 (600-1/2)       | 1700-1 1/8           | 555 (600-1 1/8)            |
| CIRCLING  | 1700-1    | 555 (600-1)         | 1720-1 5/8           | 1880-2 1/4                 |
|           |           |                     | 575 (600-1 5/8)      | 735 (800-2 1/4)            |

OWATONNA, MINNESOTA  
Amdt 4 30NOV23

44°07'N-93°16'W

OWATONNA DEGNER RGNL (OWA)  
ILS or LOC RWY 30

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

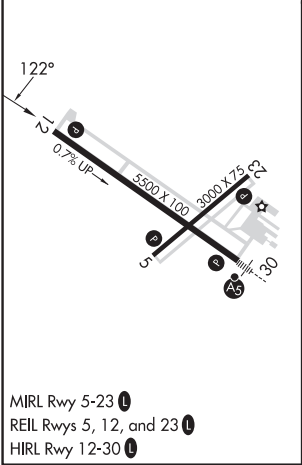
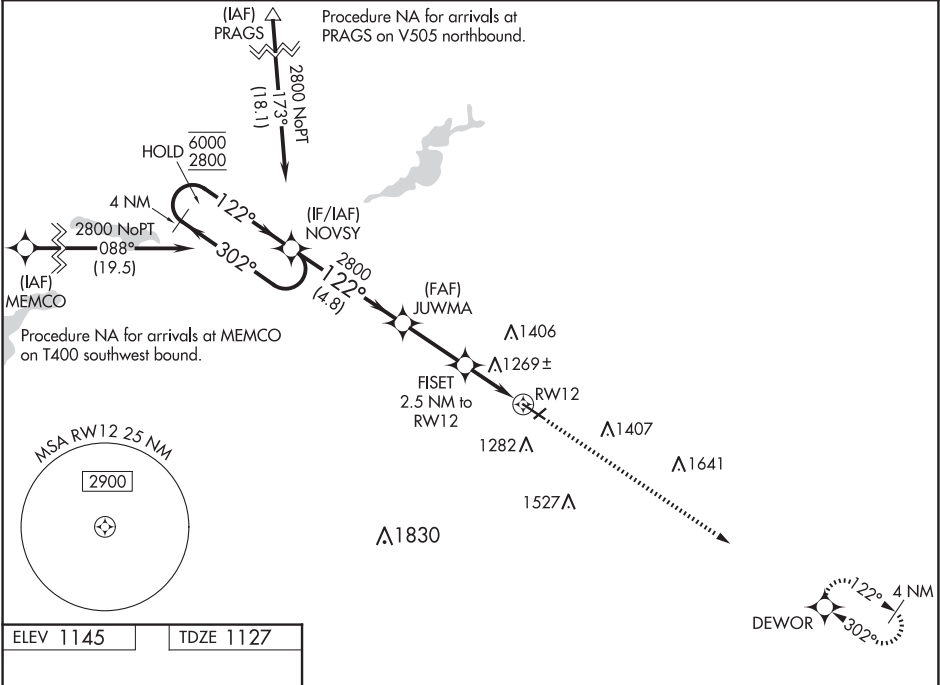
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82627</b><br><b>W12A</b> | APP CRS<br><b>122°</b> | Rwy Idg<br>TDZE <b>1127</b><br>Apt Elev <b>1145</b> |
|--|------------------------|---|




RNAV (GPS) RWY 12

OWATONNA DEGNER RGNL (OWA)

|  |   |
|--|---|
| RNP APCH - GPS.  | MISSED APPROACH: Climb to 2900 direct DEWOR and hold. |
| <div><div></div><div>Rwy 12 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</div></div> |   |

|                          |   |   |
|--------------------------|---|---|
| AWOS-3<br><b>128.325</b> | ROCHESTER APP CON ★<br><b>119.8 251.125</b> | UNICOM<br><b>122.7 (CTAF)</b>  |
|--------------------------|---|---|



|  |   |                       |  |  |   |   |
|--|---|-----------------------|--|--|---|---|
|  |   | NOVSY                 | JUWMA  | FISET<br>2.5 NM to<br>RW12                         | 2900  | DEWOR   |
|  | 4 NM<br>Holding Pattern                         |                       |  |  |  |  |
|  | 6000<br>2800                                    | 302°<br>122°          | 122°<br>2800                                       | 1.2 NM to<br>RW12                                  |   |   |
|  | GP 3.00°<br>TCH 40                              |                       |  |  |   |   |
|  |   | 4.8 NM                | 2.7 NM   | 1.3 NM   | 1.2 NM  |   |
| CATEGORY   | A   | B                     | C  | D  |   |   |
| LPV DA   | 1420-7 $\frac{7}{8}$ 293 (300-7 $\frac{7}{8}$ ) |                       |  |  |   |   |
| LNAV/<br>VNAV DA   | 1400-7 $\frac{7}{8}$ 273 (300-7 $\frac{7}{8}$ ) |                       |  |  |   |   |
| LNAV MDA   | 1520-1 393 (400-1)                              |                       | 1520-1 $\frac{1}{8}$ 393 (400-1 $\frac{1}{8}$ )    |  |   |   |
|  CIRCLING | 1640-1<br>495 (500-1)                           | 1700-1<br>555 (600-1) | 1720-1 $\frac{1}{2}$<br>575 (600-1 $\frac{1}{2}$ ) | 1880-2 $\frac{1}{4}$<br>735 (800-2 $\frac{1}{4}$ ) |   |   |

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86627</b><br><b>W30A</b> | APP CRS<br><b>302°</b> | Rwy Idg <b>5500</b><br>TDZE <b>1145</b><br>Apt Elev <b>1145</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 30

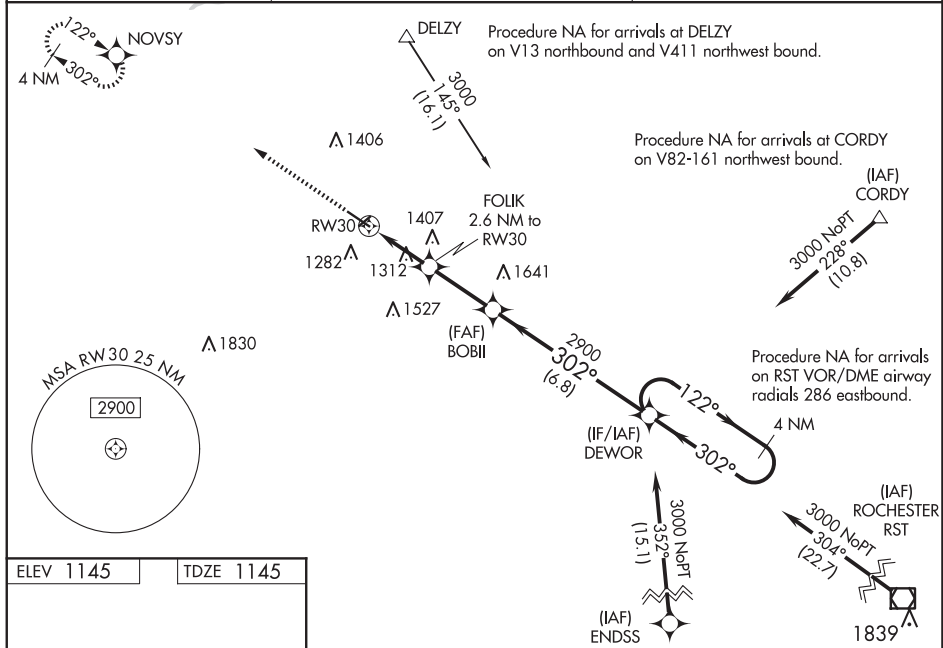
OWATONNA DEGNER RGNL (OWA)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME/RNP-0.3 NA. When local altimeter setting not received, use Fairbault altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to 1½ mile, increase LNAV Cats C/D visibility to 1 mile, Cat C Circling visibility to 1¾ mile and Cat D visibility to 2½ mile. VDP and Baro-VNAV NA when using Fairbault altimeter setting. For inop MALS, when using Fairbault altimeter setting, increase LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C/D visibility to 1¾ mile.

**MALS**

**MISSED APPROACH:**  
Climb to 2800 direct NOVSY and hold.



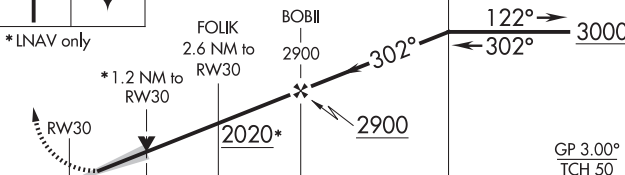

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>128.325</b> | ROCHESTER APP CON ★<br><b>119.8 251.125</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



ELEV 1145 TDZE 1145

MIRL Rwy 5-23 0  
REIL Rwys 5, 12 and 23 0  
HIRL Rwy 12-30 0

The inset chart shows the RW30 and RW30A runways. RW30 is 5500 x 100 feet, and RW30A is 2000 x 75 feet. The chart includes altitudes and distances for the runways and the surrounding area.

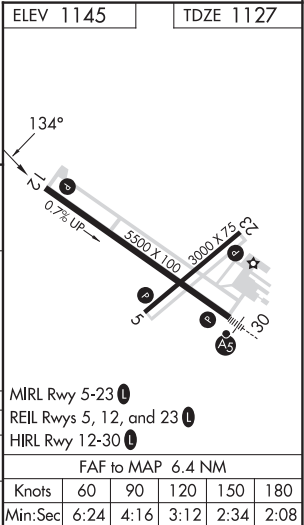
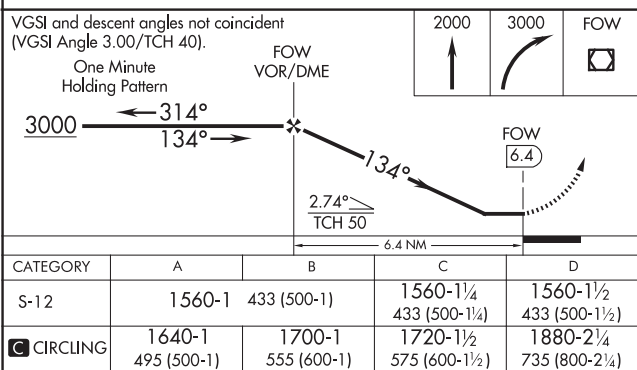
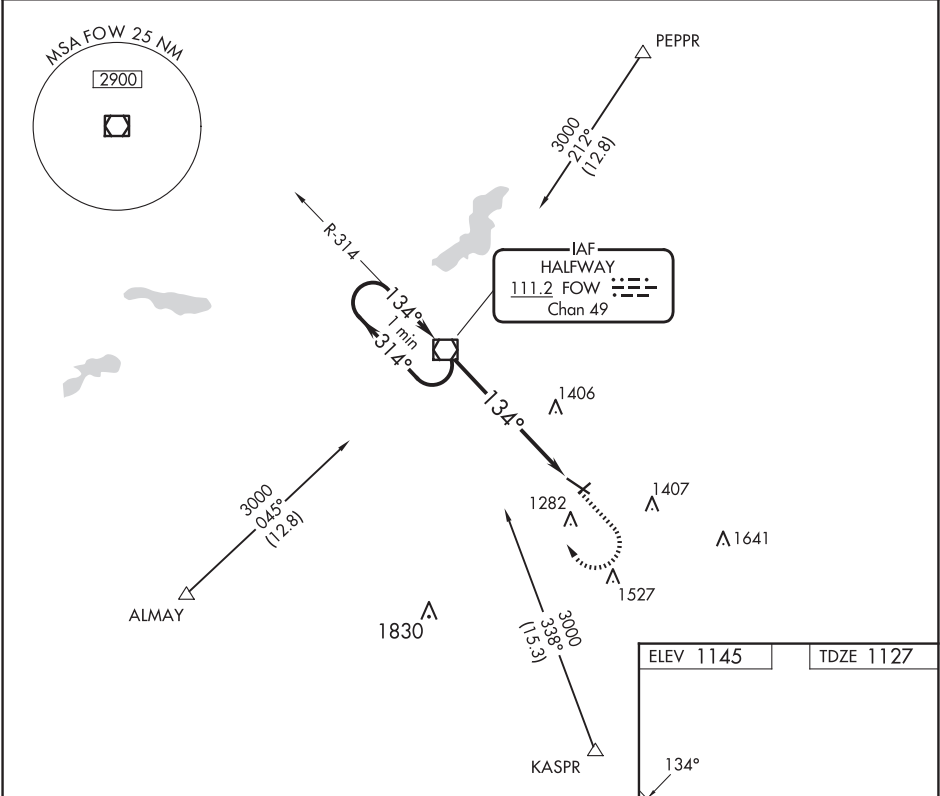
|  |   |   |                 |                 |   |                      |
|--|---|---|-----------------|-----------------|---|----------------------|
| 2800   | NOVSY   | DEWOR   |                 |                 |   | 4 NM Holding Pattern |
|           |  |  |                 |                 |   | 3000                 |
| *LNAV only   |   | GP 3.00°<br>TCH 50  |                 |                 |   |                      |
| *1.2 NM to RW30  |   |   |                 |                 |   |                      |
| RW30   |   |   |                 |                 |   |                      |
| FOLIK 2.6 NM to RW30   |   |   |                 |                 |   |                      |
| BOBII 2900   |   |   |                 |                 |   |                      |
| 2020*  |   |   |                 |                 |   |                      |
| 2900   |   |   |                 |                 |   |                      |
| 1.2 NM   |   | 1.4 NM  |                 | 2.8 NM          |   | 6.8 NM               |
| CATEGORY   | A   |   | B               | C               | D |                      |
| LPV DA   | 1345-1/2  |   | 200 (200-1/2)   |                 |   |                      |
| LNAV/VNAV DA   | 1567-1  |   | 422 (500-1)     |                 |   |                      |
| LNAV MDA   | 1580-1/2  | 435 (500-1/2)   | 1580-3/4        | 435 (500-3/4)   |   |                      |
|  CIRCLING | 1640-1  | 1700-1  | 1720-1/2        | 1880-2 1/4      |   |                      |
|  | 495 (500-1)   | 555 (600-1)   | 575 (600-1 1/2) | 735 (800-2 1/4) |   |                      |

|             |         |          |      |
|-------------|---------|----------|------|
| VOR/DME FOW | APP CRS | Rwy Idg  | 5500 |
| 111.2       | 134°    | TDZE     | 1127 |
| Chan 49     |         | Apt Elev | 1145 |

VOR RWY 12

OWATONNA DEGNER RGNL (OWA)

|  |                                      |   |
|--|--------------------------------------|---|
| <div><div>▼</div><div>▲ NA</div></div> |                                      | MISSED APPROACH Climb to 2000 then climbing right turn to 3000 direct FOW VOR/DME and hold. |
| AWOS-3<br>128.325                      | ROCHESTER APP CON ★<br>119.8 251.125 | UNICOM<br>122.7 (CTAF) 0  |



PARK RAPIDS, MINNESOTA

AL-5298 (FAA)

22223

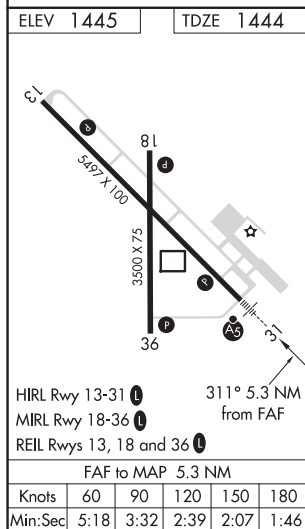
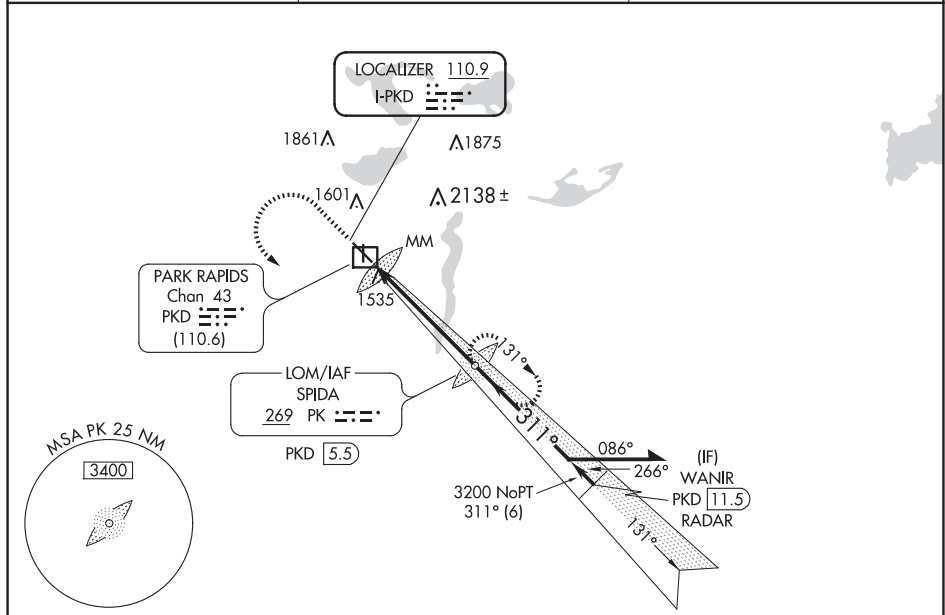
|                           |                        |   |
|---------------------------|------------------------|---|
| LOC I-PKD<br><b>110.9</b> | APP CRS<br><b>311°</b> | Rwy Idg<br>TDZE <b>1444</b><br>Apt Elev <b>1445</b> |
|---------------------------|------------------------|---|

# ILS or LOC RWY 31

PARK RAPIDS MUNI/KONSHOK FLD (PKD)

|   |           |  |
|---|-----------|--|
| ADF required. ADF or RADAR required for procedure entry.  | MALSR<br> | MISSED APPROACH: Climb to 3200 then left turn direct SPIDA LOM and hold. |
| NA Circling Rwy 18, 36 NA at night. For inop ALS, increase S-LOC 31 Cat C/D visibility to 1 3/8 SM. Autopilot coupled approach NA below 1600 MSL. |           |  |

|                       |   |                                 |
|-----------------------|---|---------------------------------|
| ASOS<br><b>119.25</b> | MINNEAPOLIS CENTER<br><b>134.75 251.1</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|-----------------------|---|---------------------------------|



| 3200      | PK                     | PK LOM SPIDA PKD 5.5 | VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 48). |                      |          |        |
|-----------|------------------------|----------------------|---|----------------------|----------|--------|
| *LOC only | *PKD 1.6               | 3193                 | 131°  | 3200                 | GS 3.00° | TCH 53 |
| PKD 0.3   | MM                     | 0.4                  | 0.9   | 3.9 NM               |          |        |
| CATEGORY  | A                      | B                    | C   | D                    |          |        |
| S-ILS 31  | 1644-1/2               |                      | 200 (200-1/2)   |                      |          |        |
| S-LOC 31  | 1920-1/2 476 (500-1/2) |                      | 1920-1 476 (500-1)  |                      |          |        |
| CIRCLING  | 1920-1 475 (500-1)     | 1980-1 535 (600-1)   | 2000-1 555 (600-1 1/2)  | 2500-3 1055 (1100-3) |          |        |

PARK RAPIDS, MINNESOTA  
Amdt 2A 11AUG22

46°54'N-95°04'W

# ILS or LOC RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

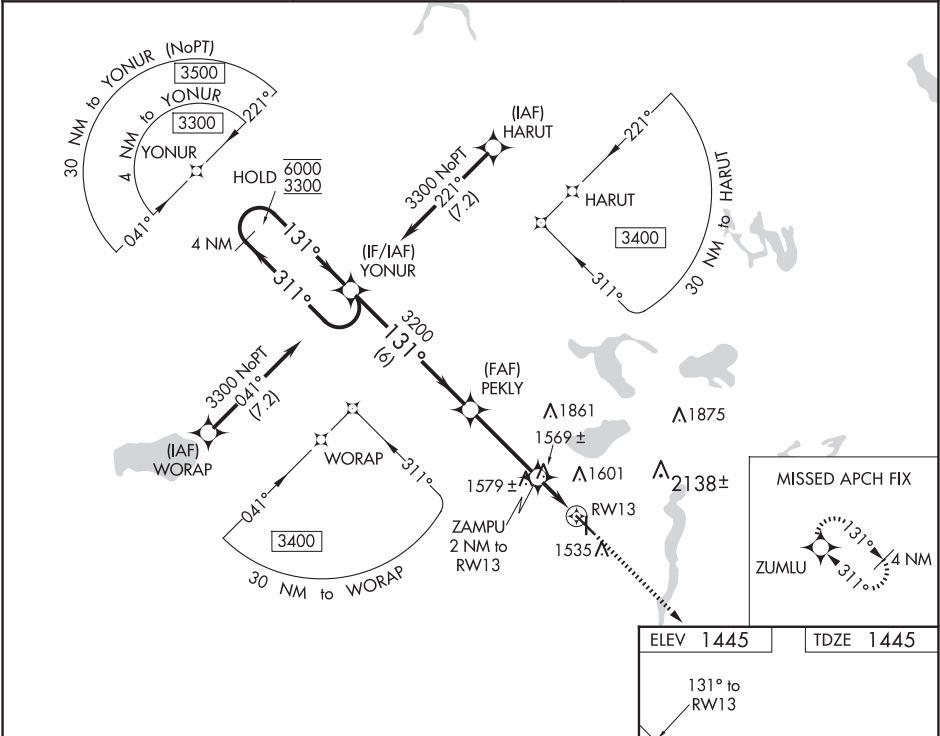
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86925</b><br><b>W13A</b> | APP CRS<br><b>131°</b> | Rwy Idg<br>TDZE <b>1445</b><br>Apt Elev <b>1445</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13

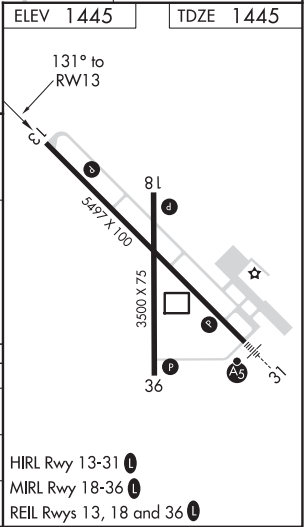
PARK RAPIDS MUNI/KONSHOK FLD (PKD)

|   |   |
|---|---|
| RNP APCH.   | MISSED APPROACH: Climb to 3200 direct ZUMLU and hold. |
| <div><div>▼</div><div>▲</div></div> <div>Circling Rwy 18, 36 NA at night.<br/>Rwy 13 helicopter visibility reduction below ¾ SM NA.</div> |   |

|                       |   |  |
|-----------------------|---|--|
| ASOS<br><b>119.25</b> | MINNEAPOLIS CENTER<br><b>134.75 251.1</b> | UNICOM<br><b>123.0</b> (CTAF) <b>📶</b> |
|-----------------------|---|--|



|  |                    |                    |                      |                      |   |
|--|--------------------|--------------------|----------------------|----------------------|---|
| 4 NM Holding Pattern YONUR   |                    |                    |                      |                      | 3200 ZUMLU  |
| <div><div>6000</div><div>3300</div><div>←311°</div><div>131°→</div><div>131°</div></div> |                    |                    |                      |                      | <div><div>ZAMPU</div><div>2 NM to RW13</div><div>3.00° TCH 48</div><div>1 NM to RW13</div><div>RW13</div></div> |
| <div><div>6 NM</div><div>3.4 NM</div><div>1 NM</div><div>1 NM</div></div>                |                    |                    |                      |                      |   |
| CATEGORY   | A                  | B                  | C                    | D                    |   |
| LP MDA   | 1820-1 375 (400-1) |                    |                      |                      |   |
| LNAV MDA   | 1840-1 395 (400-1) |                    | 1840-1½ 395 (400-1½) |                      |   |
| CIRCLING   | 1900-1 455 (500-1) | 1980-1 535 (600-1) | 2000-1½ 555 (600-1½) | 2500-3 1055 (1100-3) |   |



PARK RAPIDS, MINNESOTA

AL-5298 (FAA)

22027

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82525</b><br><b>W31A</b> | APP CRS<br><b>311°</b> | Rwy Idg<br>TDZE <b>1444</b><br>Apt Elev <b>1445</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 31

PARK RAPIDS MUNI/KONSHOK FLD (PKD)

**RNP APCH.**

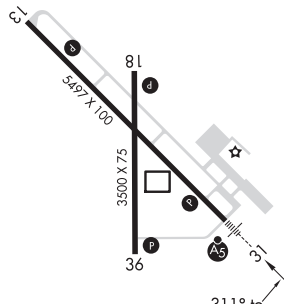
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 34°C.  
**⚠** Circling Rwy 18, 36 NA at night.  
For inop ALS, increase LNAV/VNAV all Cats visibility to 7/8 SM and LNAV Cat C/D visibility to 1 SM.

**MALSR**

**MISSED APPROACH:**  
Climb to 3300 direct YONUR and hold.

|                       |   |                               |
|-----------------------|---|-------------------------------|
| ASOS<br><b>119.25</b> | MINNEAPOLIS CENTER<br><b>134.75 251.1</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|-----------------------|---|-------------------------------|



|  |   |                    |                    |                      |                      |
|--|---|--------------------|--------------------|----------------------|----------------------|
| ELEV 1445  | TDZE 1444   | (IAF) WATAM        | (IAF) CUCAC        |                      |                      |
|  | 3300 YONUR<br>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 48).<br>WUTED 1.6 NM to RW31<br>*LNAV only.<br>*1 NM to RW31<br>RW31<br>2000*<br>1 NM 0.6 3.8 NM 6.7 NM<br>HIBEP 3200<br>ZUMLU 4 NM Holding Pattern<br>131° → 6000<br>← 311° 3200<br>GP 3.00°<br>TCH 53 | (IAF) WATAM        | (IAF) CUCAC        |                      |                      |
| HIRL Rwy 13-31   | LPV DA  | 1644-½             | 200 (200-½)        |                      |                      |
| MIRL Rwy 18-36   | LNAV/VNAV DA  | 1731-½             | 287 (300-½)        |                      |                      |
| REIL Rwy 13, 18 and 36   | LNAV MDA  | 1800-½ 356 (400-½) | 1800-⅝ 356 (400-⅝) |                      |                      |
|  | CIRCLING  | 1900-1 455 (500-1) | 1980-1 535 (600-1) | 2000-1½ 555 (600-1½) | 2500-3 1055 (1100-3) |

PARK RAPIDS, MINNESOTA  
Orig-D 21MAY20

46°54'N-95°04'W

# PARK RAPIDS MUNI/KONSHOK FLD (PKD)

## RNAV (GPS) RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



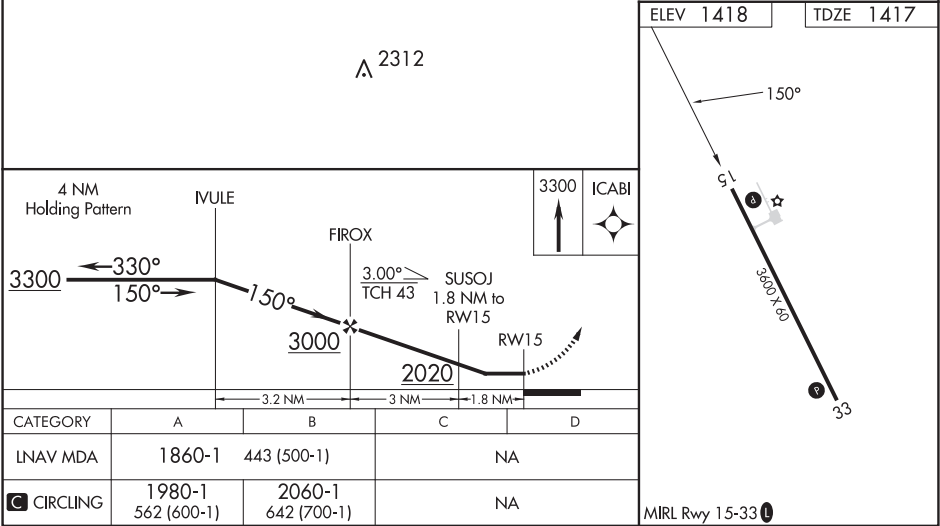
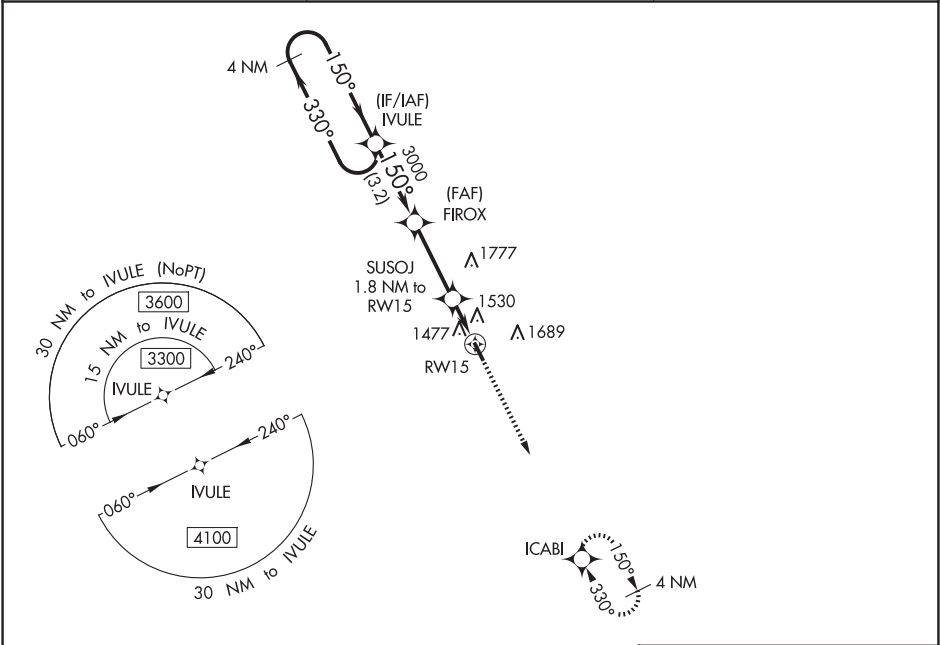
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Ldg  | 3600 |
| 150°    | TDZE     | 1417 |
|         | Apt Elev | 1418 |

RNAV (GPS) RWY 15

PARKSTON MUNI (8V3)

|  |   |
|--|---|
| <div><div><div>▼</div><div>NA</div></div></div> <div>DME/DME RNP-0.3 NA. Use Mitchell altimeter setting; when not received, use Yankton altimeter setting and increase all MDA 40 feet. Helicopter visibility reduction below ¾ SM not authorized.</div> | MISSED APPROACH: Climb to 3300 direct ICABI and hold. |
|--|---|

|                     |                                   |                                  |
|---------------------|-----------------------------------|----------------------------------|
| MHE ASOS<br>124.175 | MINNEAPOLIS CENTER<br>128.0 385.5 | AUNICOM<br>122.9 (CTAF) <b>1</b> |
|---------------------|-----------------------------------|----------------------------------|



PARKSTON, SOUTH DAKOTA

AL-10407 (FAA)

25163

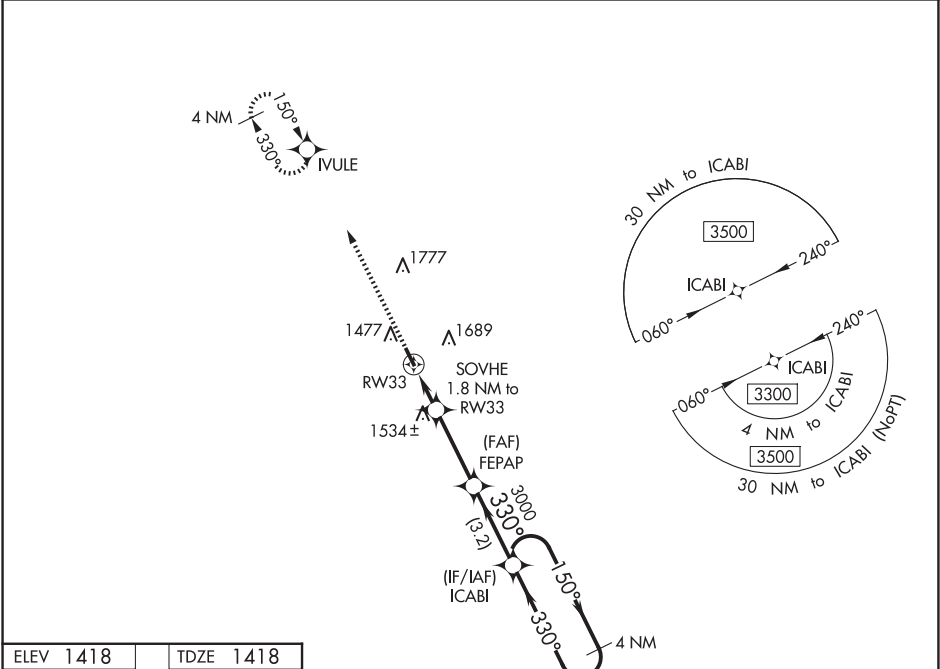
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>62833</b><br><b>W33A</b> | APP CRS<br><b>330°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>3600</b><br><b>1418</b><br><b>1418</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 33

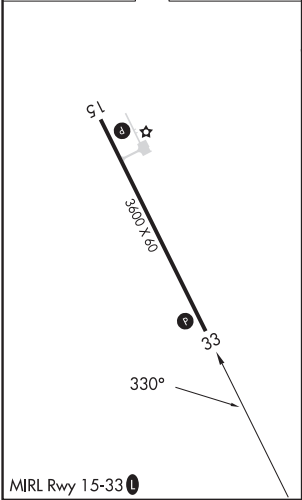
PARKSTON MUNI (8V3)

|  |   |
|--|---|
| <div><div><div>⚠</div><div>NA</div></div><div>DME/DME RNP-0.3 NA. Use Mitchell altimeter setting; when not received, use Yankton altimeter setting and increase all DA 32 feet and all MDA 40 feet. Helicopter visibility reduction below ¾ SM not authorized. Baro-VNAV NA.</div></div> | MISSED APPROACH: Climb to 3300 direct IVULE and hold. |
|--|---|

|                            |  |   |
|----------------------------|--|---|
| MHE ASOS<br><b>124.175</b> | MINNEAPOLIS CENTER<br><b>128.0 385.5</b> | AUNICOM<br><b>122.9</b> (CTAF) <b>📶</b> |
|----------------------------|--|---|



|                  |                  |
|------------------|------------------|
| ELEV <b>1418</b> | TDZE <b>1418</b> |
|------------------|------------------|



|  |  |   |    |   |
|--|--|---|----|---|
| <div><div><div>⚠</div><div>2310</div></div><div><div>3300</div><div>IVULE</div></div></div>                | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35). |   |    |   |
| *LNAV only   |  | ICABI 4 NM Holding Pattern  |    |   |
| <div><div><div>SOVHE</div><div>1.8 NM to RW33</div></div><div><div>RW33</div><div>1.8 NM</div></div></div> |  | <div><div><div>FEPAP</div><div>3000</div></div><div><div>ICABI</div><div>3000</div></div></div> |    |   |
| <div><div><div>*2020</div><div>3.2 NM</div></div></div>  |  | <div><div><div>150°</div><div>3300</div></div><div><div>←330°</div><div>3300</div></div></div>  |    |   |
| <div><div><div>GP 3.00°</div><div>TCH 40</div></div></div>   |  |   |    |   |
| CATEGORY   | A  | B   | C  | D |
| LPV DA   | 1740-1½  | 322 (400-1½)  | NA |   |
| LNAV/VNAV DA   | 1740-1½  | 322 (400-1½)  | NA |   |
| LNAV MDA   | 1860-1   | 442 (500-1)   | NA |   |
| <div><div><div>📶</div><div>CIRCLING</div></div></div>  | 1980-1<br>562 (600-1)  | 2060-1<br>642 (700-1)   | NA |   |

PARKSTON, SOUTH DAKOTA  
Orig-A 05MAR15

43°23'N-97°59'W

PARKSTON MUNI (8V3)

RNAV (GPS) RWY 33

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>50133</b><br><b>W11A</b> | APP CRS<br><b>105°</b> | Rwy Idg <b>3302</b><br>TDZE <b>1183</b><br>Apt Elev <b>1183</b> |
|--|------------------------|---|

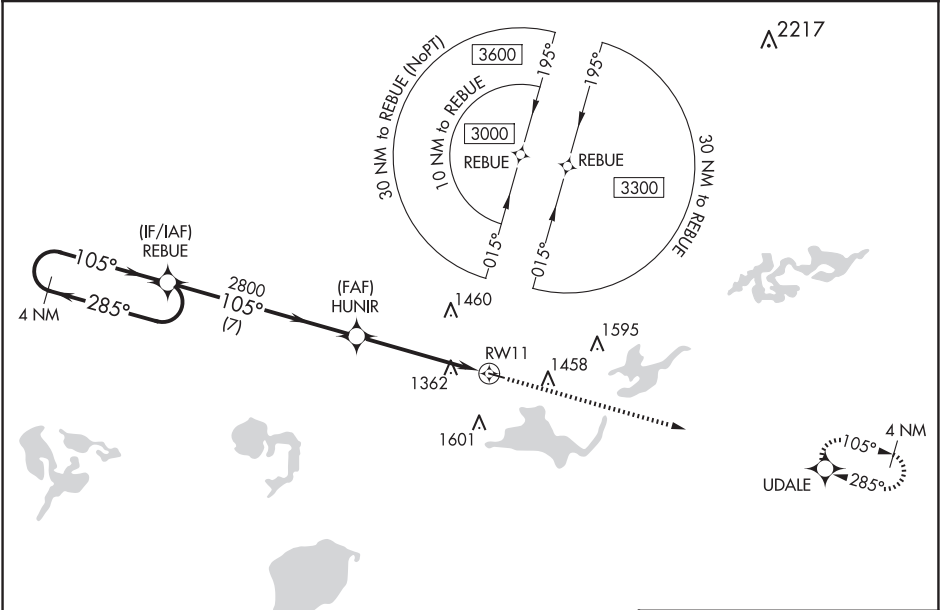
RNAV (GPS) RWY 11

PAYNESVILLE MUNI (PEX)

Baro-VNAV and VDP NA when using Litchfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Litchfield altimeter setting and increase all DA 51 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility 1⁄8 mile and LNAV Cat C and Circling Cat C visibility 1⁄4 mile.

MISSED APPROACH:  
Climb to 3000 direct UDAL E and hold.

|                           |  |                        |
|---------------------------|--|------------------------|
| AWOS-3PT<br><b>120.35</b> | MINNEAPOLIS CENTER<br><b>125.5 323.1</b> | CTAF<br><b>122.9 0</b> |
|---------------------------|--|------------------------|



ELEV 1183

TDZE 1183

4 NM Holding Pattern

REBUE

HUNIR

UDAL E

3000

285°

105°

7 NM

3.5 NM

1.4 NM

GP 3.00°

TCH 42

\*1.4 NM to RW11

\*LNAV only.

RW11

3302 X 75

20°

| CATEGORY     | A                    | B                  | C                    | D  |
|--------------|----------------------|--------------------|----------------------|----|
| LPV DA       | 1383-1 200 (200-1)   |                    |                      | NA |
| LNAV/VNAV DA | 1653-1½ 470 (500-1½) |                    |                      | NA |
| LNAV MDA     | 1680-1 497 (500-1)   |                    | 1680-1¾ 497 (500-1¾) | NA |
| CIRCLING     | 1680-1 497 (500-1)   | 1760-1 577 (600-1) | 1920-2 737 (800-2)   | NA |

MIRL Rwy 11-29 0  
REIL Rws 11 and 29 0

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

PAYNESVILLE, MINNESOTA

AL-10366 (FAA)

21336

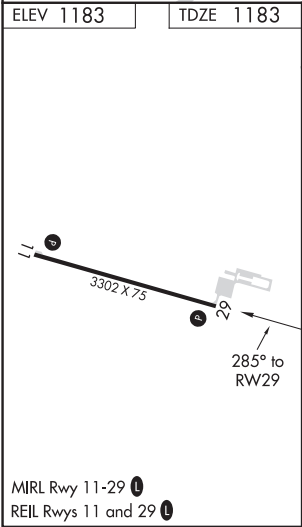
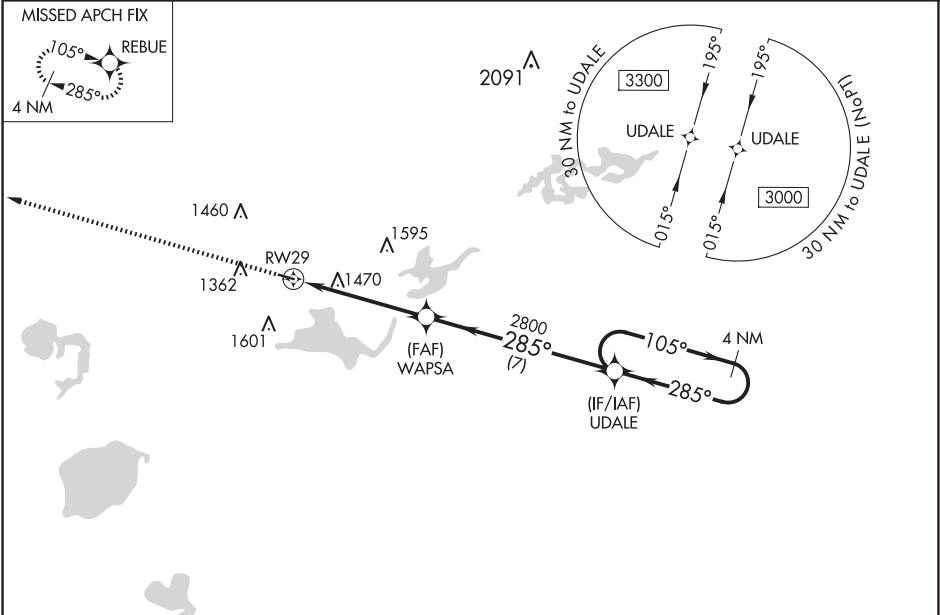
|  |                        |   |   |
|--|------------------------|---|---|
| WAAS<br>CH <b>65633</b><br><b>W29A</b> | APP CRS<br><b>285°</b> | Rwy Idg<br>TDZE <b>1183</b><br>Apt Elev <b>1183</b> | <b>3302</b><br><b>1183</b><br><b>1183</b> |
|--|------------------------|---|---|

RNAV (GPS) RWY 29  
PAYNESVILLE MUNI (PEX)

**⚠** Baro-VNAV and VDP NA when using Litchfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter not received, use Litchfield altimeter setting and increase all DA 51 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH:  
Climb to 3000 direct  
REBUE and hold.

|                           |  |                      |
|---------------------------|--|----------------------|
| AWOS-3PT<br><b>120.35</b> | MINNEAPOLIS CENTER<br><b>125.5 323.1</b> | CTAF<br><b>122.9</b> |
|---------------------------|--|----------------------|



3000

↑

REBUE

✦

\*LNAV only.

UDALE

4 NM Holding Pattern

105°

3000

285°

3000

GP 3.00°

TCH 45

WAPSA

2800

285°

2800

1.6

3.4 NM

7 NM

RW29

1.6 NM to RW29

2800

| CATEGORY     | A                     | B                     | C                       | D  |
|--------------|-----------------------|-----------------------|-------------------------|----|
| LPV DA       | 1383-1 200 (200-1)    |                       |                         | NA |
| LNAV/VNAV DA | 1810-2¼ 627 (700-2¼)  |                       |                         | NA |
| LNAV MDA     | 1720-1                | 537 (600-1)           | 1720-1½<br>537 (600-1½) | NA |
| CIRCLING     | 1720-1<br>537 (600-1) | 1760-1<br>577 (600-1) | 1920-2<br>737 (800-2)   | NA |

PAYNESVILLE, MINNESOTA  
Amdt 1C 02DEC21

45°22'N-94°45'W

PAYNESVILLE MUNI (PEX)  
RNAV (GPS) RWY 29

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

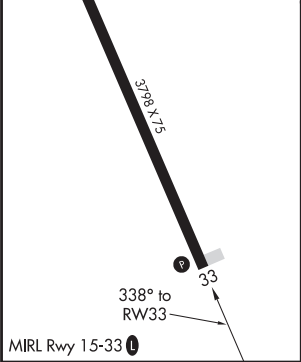
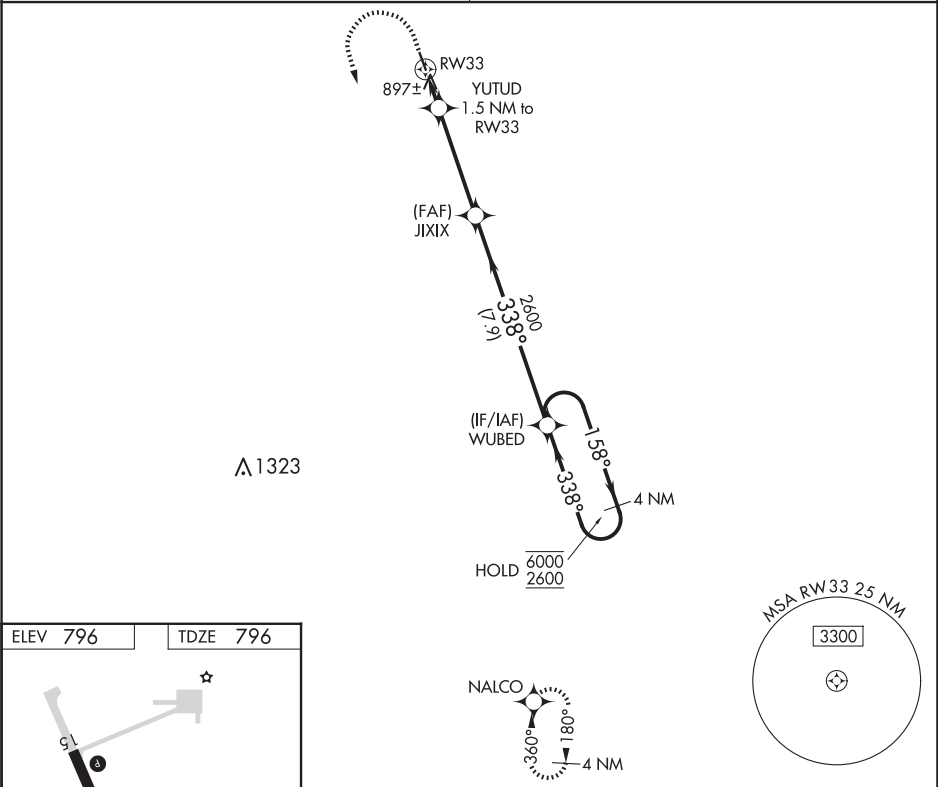
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3798 |
| 338°    | TDZE     | 796  |
|         | Apt Elev | 796  |

RNAV (GPS) RWY 33

PEMBINA MUNI (PMB)

|                                     |  |  |
|-------------------------------------|--|--|
| RNP APCH-GPS.                       |  | MISSED APPROACH: Climb to 1200 then climbing left turn 2600 direct NALCO and hold. |
| <div><div></div><div>NA</div></div> | Circling Rwy 15 NA at night. Obtain local altimeter setting on CTAF; when not received, use Hallock altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ SM. |  |

|                                    |                          |
|------------------------------------|--------------------------|
| MINNEAPOLIS CENTER<br>132.15 269.6 | UNICOM<br>122.8 (CTAF) 0 |
|------------------------------------|--------------------------|



|                         |                       |                       |  |              |
|-------------------------|-----------------------|-----------------------|--|--------------|
| 1200                    | 2600                  | NALCO                 | VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 26). |              |
| <div></div>             | <div></div>           | <div></div>           | JIXIX  | WUBED        |
| YUTUD<br>1.5 NM to RW33 |                       | 3.00°<br>TCH 40       | 338°   | 158°         |
| RW33                    |                       | 2600                  | 4 NM Holding Pattern   | 6000<br>2600 |
| 1.5                     |                       | 4.1 NM                | 7.9 NM   |              |
| CATEGORY                | A                     | B                     | C  | D            |
| LNAV MDA                | 1160-1 364 (400-1)    |                       |  | NA           |
| <div></div> CIRCLING    | 1200-1<br>404 (500-1) | 1260-1<br>464 (500-1) | 1260-1½<br>464 (500-1½)  | NA           |

PERHAM, MINNESOTA

AL-9270 (FAA)

21196

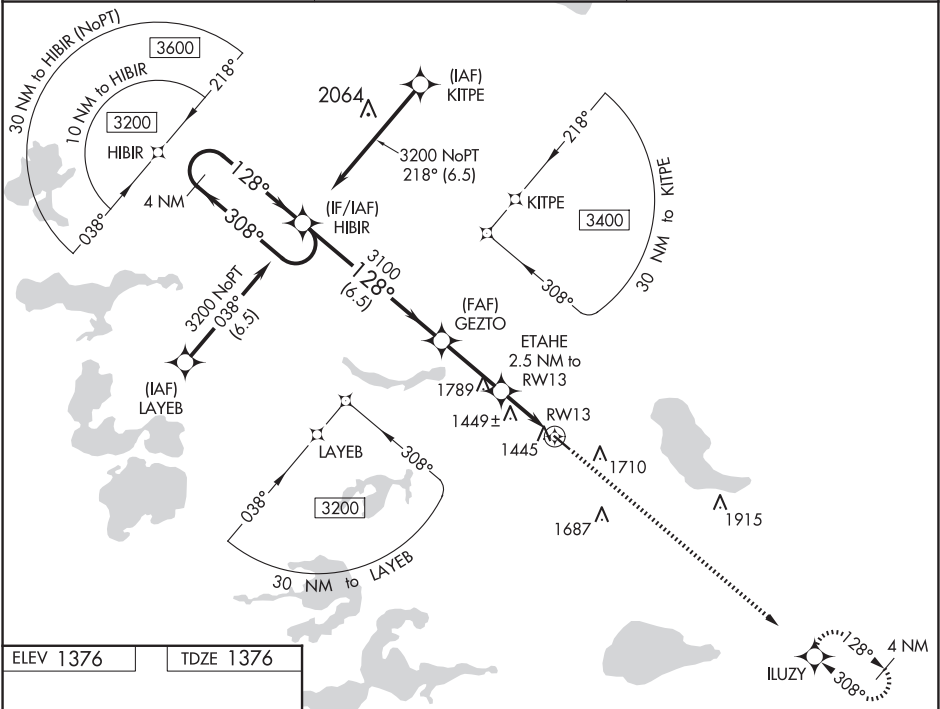
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>62933</b><br><b>W13A</b> | APP CRS<br><b>128°</b> | Rwy Idg <b>4102</b><br>TDZE <b>1376</b><br>Apt Elev <b>1376</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13

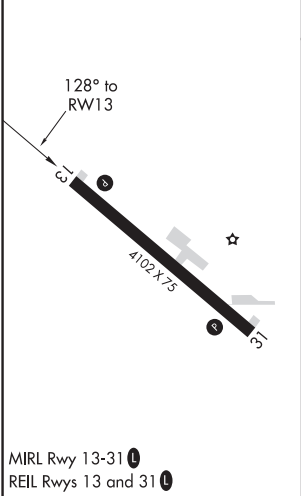
PERHAM MUNI (16D)

|  |   |
|--|---|
| <div><div>▼</div><div>NA</div></div> <div>Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Detroit Lakes altimeter setting; when not received, use Wadena altimeter setting.</div> | MISSED APPROACH: Climb to 3000 direct ILUZY and hold. |
|--|---|

|  |                       |                      |
|--|-----------------------|----------------------|
| MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | GCO<br><b>121.725</b> | CTAF<br><b>122.9</b> |
|--|-----------------------|----------------------|



|           |           |
|-----------|-----------|
| ELEV 1376 | TDZE 1376 |
|-----------|-----------|



|              |                      |             |        |                      |       |
|--------------|----------------------|-------------|--------|----------------------|-------|
|              | 4 NM Holding Pattern | HIBIR       | GEZTO  | ETAHE 2.5 NM to RW13 | ILUZY |
|              | 3200                 | 3100        | 3100   | *2200                |       |
|              | GP 3.00° TCH 45      |             |        |                      |       |
|              | 6.5 NM               | 2.8 NM      | 2.5 NM |                      |       |
| CATEGORY     | A                    | B           | C      | D                    |       |
| LPV DA       | 1671-1               | 295 (300-1) | NA     |                      |       |
| LNAV/VNAV DA | 1671-1               | 295 (300-1) | NA     |                      |       |
| LNAV MDA     | 1760-1               | 384 (400-1) | NA     |                      |       |
| CIRCLING     | 2120-1               | 744 (800-1) | NA     |                      |       |

PERHAM, MINNESOTA

Orig-A 02APR15

46°37'N-95°36'W

PERHAM MUNI (16D)

RNAV (GPS) RWY 13

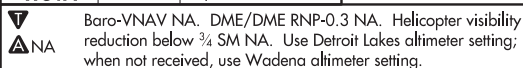
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>78133</b><br><b>W31A</b> | APP CRS<br><b>308°</b> | Rwy Idg <b>4102</b><br>TDZE <b>1374</b><br>Apt Elev <b>1376</b> |
|--|------------------------|---|

APP CRS  
308°

|          |             |
|----------|-------------|
| Rwy Idg  | <b>4102</b> |
| TDZE     | <b>1374</b> |
| Apt Elev | <b>1376</b> |

RNAV (GPS) RWY 31  
PERHAM MUNI (16D)

PERHAM MUNI (16D)

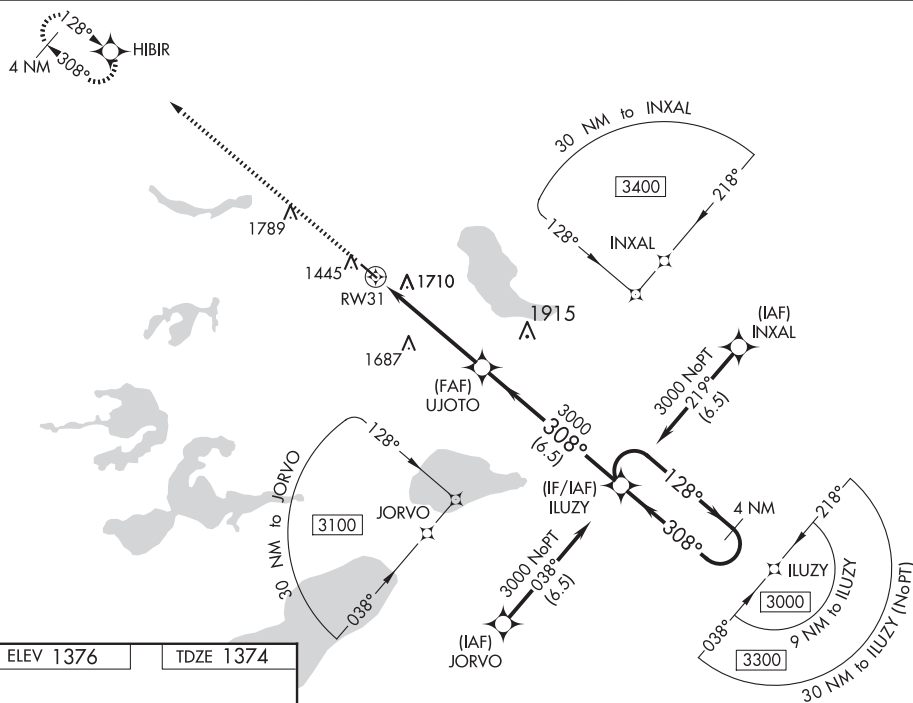


**MISSED APPROACH:** Climb to 3200 direct HIBIR and hold.

MINNEAPOLIS CENTER  
126.1 269.2

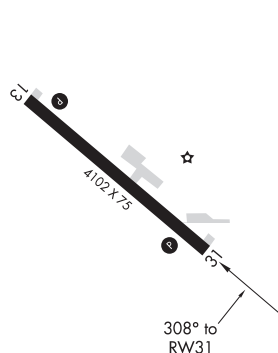
GCO  
121,725

CTAF  
122.9 **L**



ELEV 1376

TDZE 1374

MIRL Rwy 13-31 **L**

REIL Rwys 13 and 31 L

PHILIP, SOUTH DAKOTA

AL-850 (FAA)

20086

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>78434</b><br><b>W12A</b> | APP CRS<br><b>121°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3998</b><br><b>2209</b><br><b>2209</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 12

PHILIP (PHP)

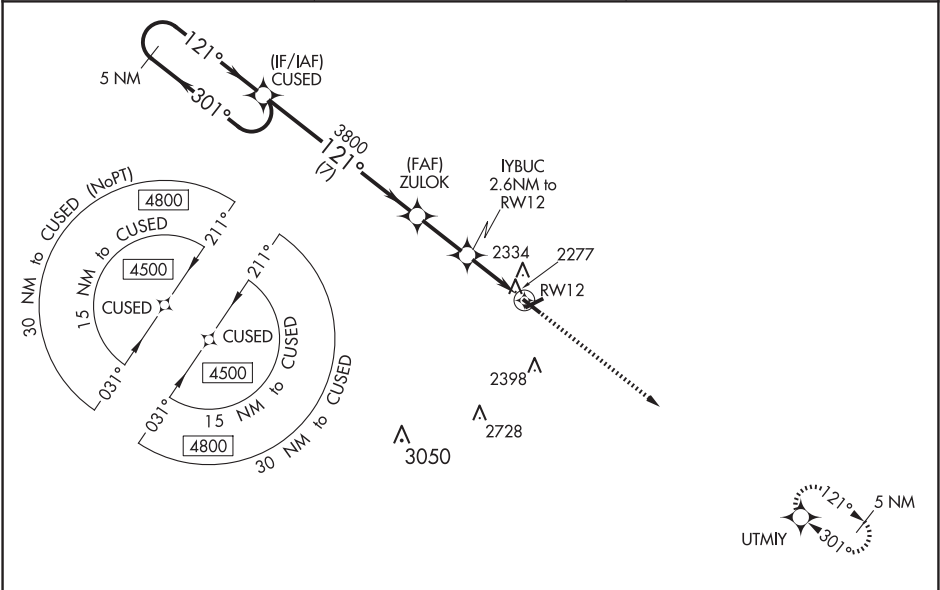
▼

⚠

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pierre altimeter setting and increase all DA 204 feet and MDA 220 feet and increase LPV and LNAV/VNAV all Cats visibility  $\frac{3}{8}$  mile, increase LNAV Cat C visibility  $\frac{1}{2}$  mile, and increase Circling Cat C visibility  $\frac{3}{4}$  mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). Baro-VNAV NA when using Pierre altimeter setting.

MISSED APPROACH: Climb to 4500 direct UTMİY and hold.

|                        |                                      |                                 |
|------------------------|--------------------------------------|---------------------------------|
| ASOS<br><b>118.375</b> | DENVER CENTER<br><b>127.95 338.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|--------------------------------------|---------------------------------|



5 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).

4500 UTMİY

GP 3.00° TCH 40

\*LNAV only

7 NM 2.3 NM 2.6 NM

| CATEGORY     | A                     | B                          | C  | D  |
|--------------|-----------------------|----------------------------|--|----|
| LPV DA       | 2467-1                | 258 (300-1)                |  | NA |
| LNAV/VNAV DA | 2742-1 $\frac{7}{8}$  | 533 (600-1 $\frac{7}{8}$ ) |  | NA |
| LNAV MDA     | 2680-1                | 471 (500-1)                | 2680-1 $\frac{3}{8}$<br>471 (500-1 $\frac{3}{8}$ ) | NA |
| CIRCLING     | 2720-1<br>511 (600-1) | 2760-1<br>551 (600-1)      | 2840-1 $\frac{3}{4}$<br>631 (700-1 $\frac{3}{4}$ ) | NA |

ELEV 2209 TDZE 2209

121° to RWY 12

3588 X 120

3998 X 75

0.4% UP

MIRL Rwy 12-30 0

PHILIP, SOUTH DAKOTA  
Orig-A 21AUG14

44°03'N-101°36'W

PHILIP (PHP)

RNAV (GPS) RWY 12



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99335</b><br><b>W30A</b> | APP CRS<br><b>301°</b> | Rwy Idg <b>3998</b><br>TDZE <b>2206</b><br>Apt Elev <b>2209</b> |
|--|------------------------|---|

RNAV (GPS) RWY 30

PHILIP (PHP)

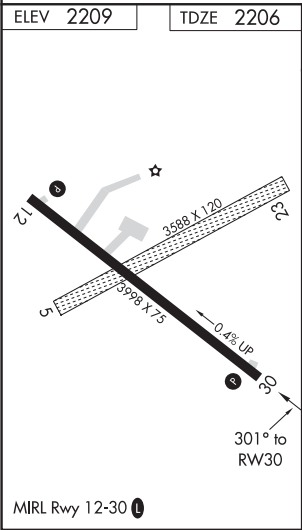
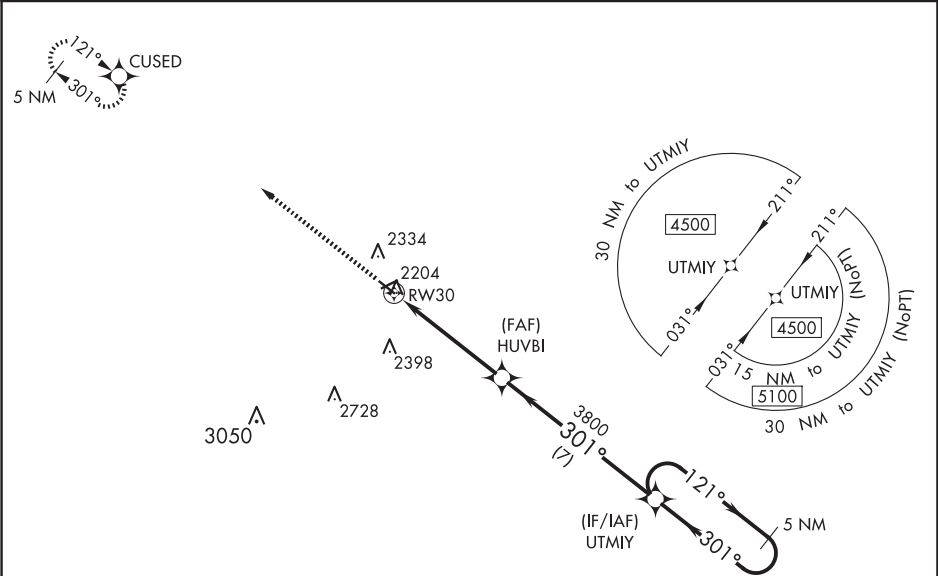
▼

⚠

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pierre altimeter setting and increase all DA 204 feet and MDA 220 feet and increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility 1 mile, increase LNAV Cat C visibility ½ mile, and increase Circling Cat C visibility ¾ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). Baro-VNAV NA when using Pierre altimeter setting.

MISSED APPROACH:  
Climb to 4500 direct  
CUSED and hold.

|                        |                                      |                                 |
|------------------------|--------------------------------------|---------------------------------|
| ASOS<br><b>118.375</b> | DENVER CENTER<br><b>127.95 338.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|--------------------------------------|---------------------------------|



|              |                       |  |                               |            |                       |
|--------------|-----------------------|--|-------------------------------|------------|-----------------------|
| 4500         | CUSED                 | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27). |                               | UTMIY      | 5 NM Holding Pattern  |
|              |                       |  |                               | HUVBI 3800 | 121° → 4500<br>← 301° |
|              |                       |  |                               | RW30       | GP 3.00°<br>TCH 40    |
|              |                       |  |                               | 4.9 NM     | 7 NM                  |
| CATEGORY     | A                     | B  | C                             | D          |                       |
| LPV DA       | 2456-1                | 250 (300-1)  | 2456-1 3/8<br>250 (300-1 3/8) | NA         |                       |
| LNAV/VNAV DA | 2794-2                |  | 588 (600-2)                   | NA         |                       |
| LNAV MDA     | 2620-1                | 414 (500-1)  | 2620-1 1/4<br>414 (500-1 1/4) | NA         |                       |
| CIRCLING     | 2720-1<br>511 (600-1) | 2760-1<br>551 (600-1)  | 2840-1 3/4<br>631 (700-1 3/4) | NA         |                       |

PHILIP, SOUTH DAKOTA

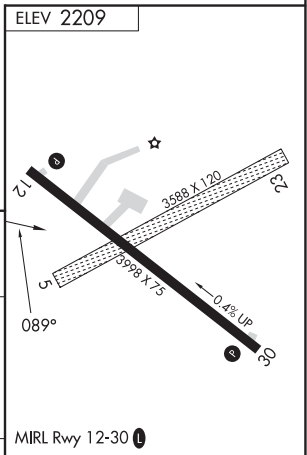
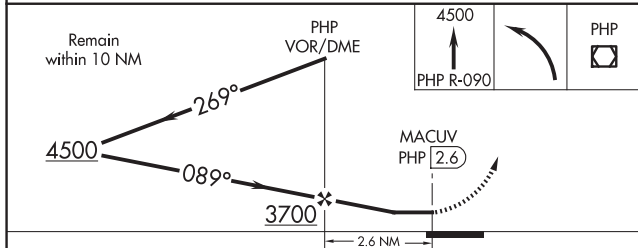
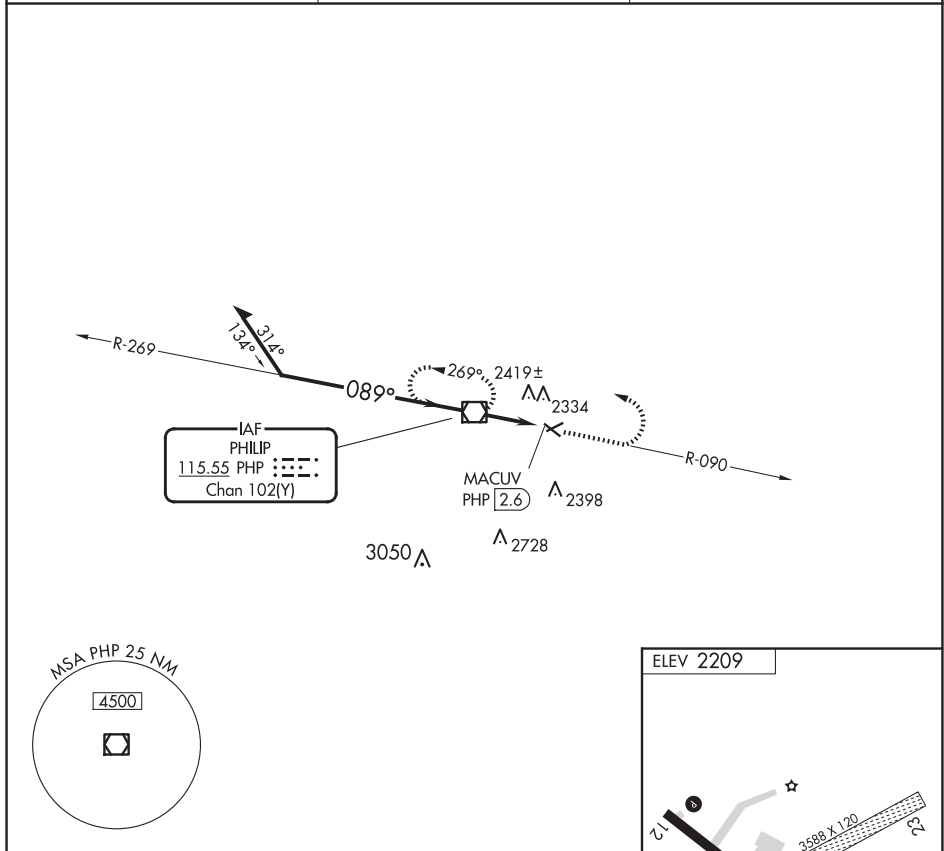
AL-850 (FAA)


24249

|  |                        |  |                              |
|--|------------------------|--|------------------------------|
| VOR/DME PHP<br><b>115.55</b><br>Chan <b>102(Y)</b> | APP CRS<br><b>089°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>2209</b> | <b>VOR-A</b><br>PHILIP (PHP) |
|--|------------------------|--|------------------------------|

|  |  |
|--|--|
| <b>⚠</b> Circling to Rwy 12-30 NA at night. When local altimeter setting not received, use Pierre Rgnl altimeter setting and increase all MDA 220 feet, and increase Circling Cat C visibility ¾ mile. | MISSED APPROACH: Climb to 4500 on PHP VOR/DME R-090, then left turn direct PHP VOR/DME and hold. |
|--|--|

|                        |                                      |  |
|------------------------|--------------------------------------|--|
| ASOS<br><b>118.375</b> | DENVER CENTER<br><b>127.95 338.2</b> | UNICOM<br><b>122.8 (CTAF)</b> <b>0</b> |
|------------------------|--------------------------------------|--|



| CATEGORY   | A                     | B                     | C                       | D  | FAF to MAP 2.6 NM |      |      |      |      |      |
|--|-----------------------|-----------------------|-------------------------|----|-------------------|------|------|------|------|------|
|  CIRCLING | 2720-1<br>511 (600-1) | 2760-1<br>551 (600-1) | 2840-1¾<br>631 (700-1¾) | NA | Knots             | 60   | 90   | 120  | 150  | 180  |
|  |                       |                       |                         |    | Min:Sec           | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |

PHILIP, SOUTH DAKOTA

Amtd 12 06FEB14

44°03'N-101°36'W

PHILIP (PHP)  
**VOR-A**

NC-1, 12 JUN 2025 to 07 AUG 2025

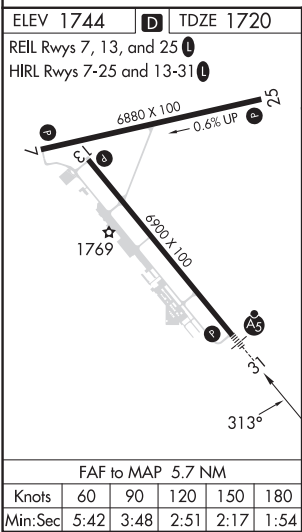
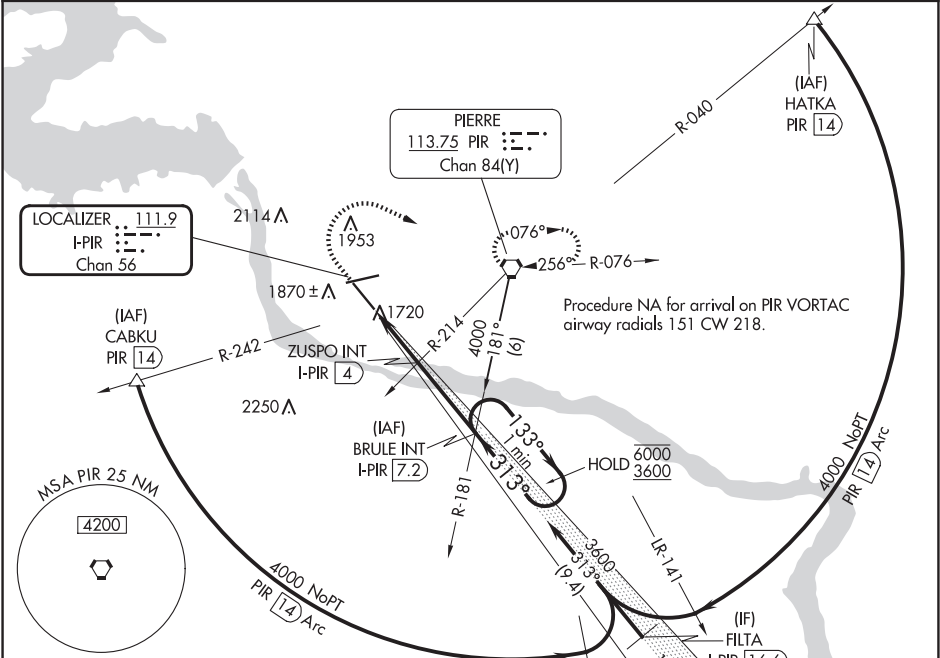
NC-1, 12 JUN 2025 to 07 AUG 2025

|               |         |          |      |
|---------------|---------|----------|------|
| LOC/DME I-PIR | APP CRS | Rwy ldg  | 6900 |
| 111.9         | 313°    | TDZE     | 1720 |
| Chan 56       |         | Apt Elev | 1744 |

ILS or LOC RWY 31

PIERRE RGNL (PIR)

|  |  |   |                  |
|--|--|---|------------------|
| <div><div><div><div></div><div></div><div></div></div><div></div></div></div> <div>For inop ALS, increase S-LOC 31 Cat C/D visibility to ¾ SM.</div> | <div><div><div><div></div><div></div><div></div></div><div></div></div><div>MALS</div><div><div><div></div><div></div><div></div></div><div></div></div></div> | MISSED APPROACH: Climb to 2400 then climbing right turn to 4000 direct PIR VORTAC and hold, continue climb-in-hold to 4000. |                  |
| ASOS<br>119.025  | MINNEAPOLIS CENTER<br>125.1 269.1  | CTAF<br>122.70  | UNICOM<br>122.95 |



|  |                       |                       |                         |                         |
|--|-----------------------|-----------------------|-------------------------|-------------------------|
| <div><div>2400</div><div>4000</div><div>PIR</div></div> <div>Use I-PIR DME when on the localizer course.</div>   |                       |                       |                         |                         |
| <div><div>*LOC only</div><div>ZUSPO INT I-PIR 4</div><div>BRULE INT I-PIR 7.2</div><div>One Minute Holding Pattern</div></div>   |                       |                       |                         |                         |
| <div><div>I-PIR 1.5</div><div>*I-PIR 2.2</div><div>2240*</div><div>2220</div><div>3600</div><div>133°</div><div>313°</div><div>6000</div><div>3600</div><div>GS 3.00°</div><div>TCH 56</div></div> |                       |                       |                         |                         |
| <div><div>0.7 NM</div><div>1.8 NM</div><div>3.2 NM</div></div>   |                       |                       |                         |                         |
| CATEGORY   | A                     | B                     | C                       | D                       |
| S-ILS 31   | 1920-½ 200 (200-½)    |                       |                         |                         |
| S-LOC 31   | 1980-½ 260 (300-½)    |                       |                         |                         |
| CIRCLING   | 2240-1<br>496 (500-1) | 2300-1<br>556 (600-1) | 2400-1¾<br>656 (700-1¾) | 2460-2¼<br>716 (800-2¼) |

PIERRE, SOUTH DAKOTA

AL-324 (FAA)

25107

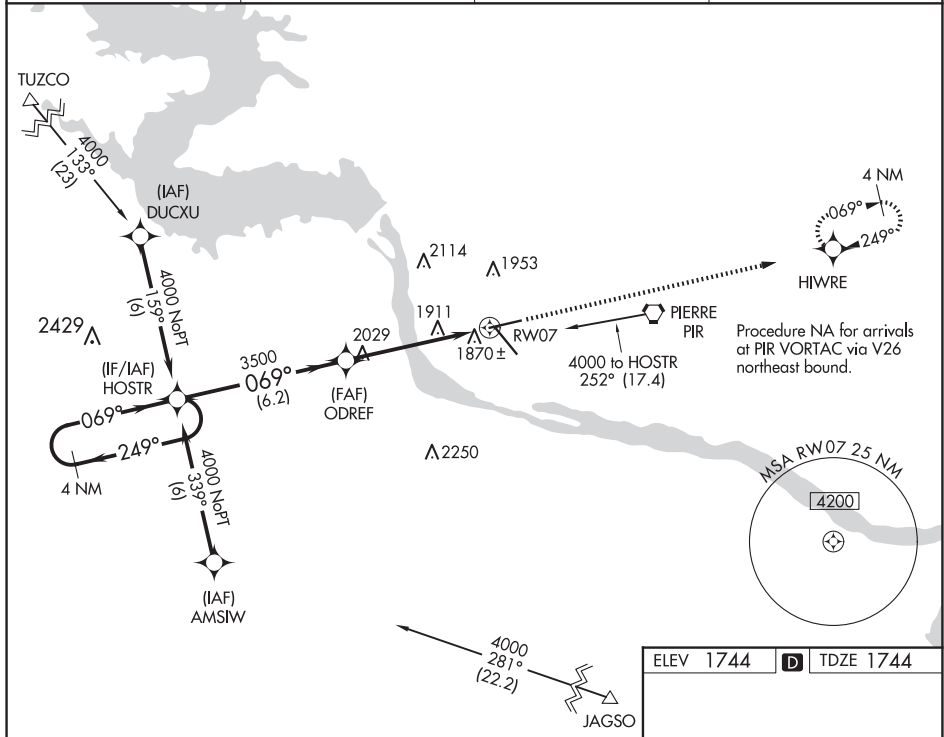
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>45804</b><br><b>W07A</b> | APP CRS<br><b>069°</b> | Rwy Idg<br>TDZE <b>1744</b><br>Apt Elev <b>1744</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 7

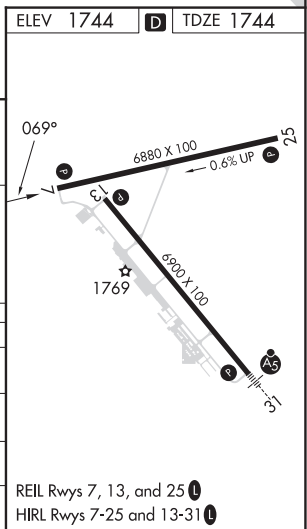
PIERRE RGNL (PIR)

|  |   |
|--|---|
| RNP APCH - GPS.  | MISSED APPROACH: Climb to 4000 direct HIWRE and hold. |
| <div><div></div><div></div></div> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 45°C. Visibility reduction by helicopters NA. |   |

|                        |  |                      |                         |
|------------------------|--|----------------------|-------------------------|
| ASOS<br><b>119.025</b> | MINNEAPOLIS CENTER<br><b>125.1 269.1</b> | CTAF<br><b>122.7</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|----------------------|-------------------------|



|                      |                      |  |                      |                      |
|----------------------|----------------------|--|----------------------|----------------------|
| 4 NM Holding Pattern |                      | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51). | 4000                 | HIWRE                |
| 4000 ← 249°          |                      | HOSTR  | 069° →               |                      |
| GP 3.00°             |                      | ODREF  | 069°                 |                      |
| TCH 47               |                      | 3500   | 1.2 NM to RW07       |                      |
|                      |                      | RW07   |                      |                      |
|                      |                      | 6.2 NM   | 4.1 NM               | 1.2 NM               |
| CATEGORY             | A                    | B  | C                    | D                    |
| LPV DA               | 2057-1 313 (400-1)   |  |                      |                      |
| LNAV/VNAV DA         | 2170-1½ 426 (500-1½) |  |                      |                      |
| LNAV MDA             | 2180-1               | 436 (500-1)  | 2180-1¼ 436 (500-1¼) | 2180-1½ 436 (500-1½) |
| CIRCLING             | 2240-1 496 (500-1)   | 2300-1 556 (600-1)   | 2400-1¾ 656 (700-1¾) | 2460-2¼ 716 (800-2¼) |



PIERRE, SOUTH DAKOTA  
Amdt 2B 31OCT24

44°23'N-100°17'W

PIERRE RGNL (PIR)  
RNAV (GPS) RWY 7

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **53404**  
**W13A**

APP CRS  
**133°**

Rwy Idg  
TDZE **6900**  
**1731**  
Apt Elev **1744**

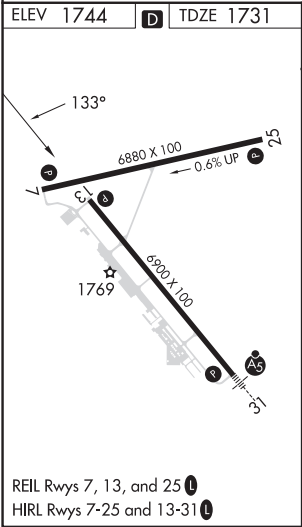
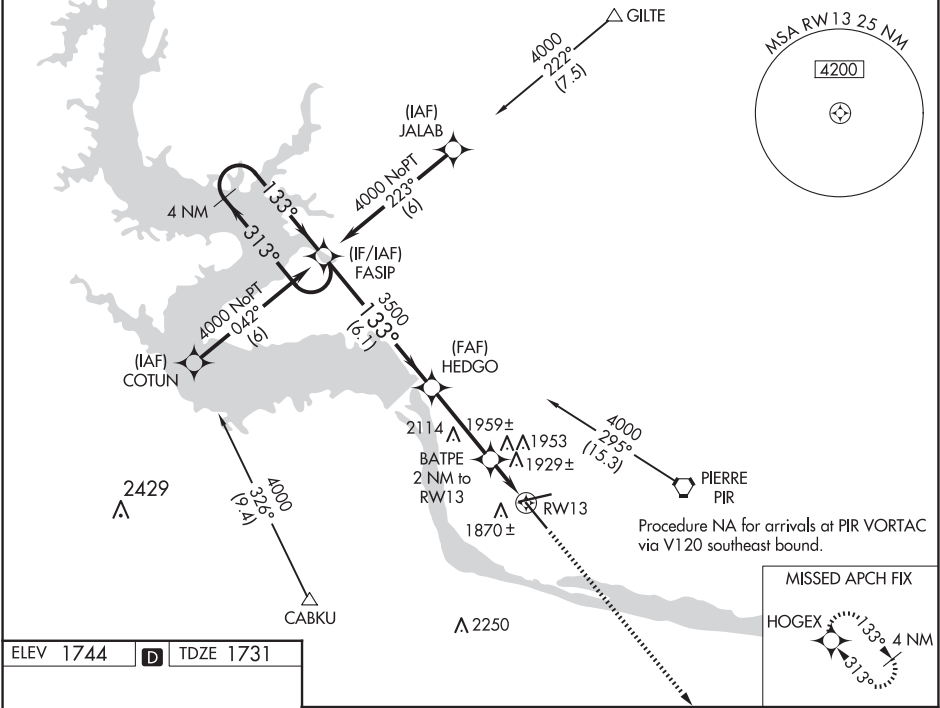
**RNAV (GPS) RWY 13**

PIERRE RGNL (PIR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F).  
DME/DME RNP-0,3 NA.

MISSED APPROACH: Climb to 4000 direct HOGEX and hold.

|                        |  |                       |                         |
|------------------------|--|-----------------------|-------------------------|
| ASOS<br><b>119.025</b> | MINNEAPOLIS CENTER<br><b>125.1 269.1</b> | CTAF<br><b>122.70</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|-----------------------|-------------------------|



|                      |                    |                    |                      |                      |   |                    |   |
|----------------------|--------------------|--------------------|----------------------|----------------------|---|--------------------|---|
| 4 NM Holding Pattern |                    |                    |                      | 4000                 |   | HOGEX              |   |
| FASIP                |                    |                    |                      | HEDGO                |   | BATPE 2 NM to RW13 |   |
| 4000 ← 313°          |                    |                    |                      | 133° →               |   | *1.4 NM to RW13    |   |
| GP 3.00° TCH 52      |                    |                    |                      | 3500                 |   | RW13               |   |
|                      |                    |                    |                      | *2400                |   |                    |   |
| CATEGORY             | A                  |                    | B                    |                      | C |                    | D |
| LPV DA               | 1981-¾             |                    | 250 (300-¾)          |                      |   |                    |   |
| LNAV/VNAV DA         | 2285-2             |                    | 554 (600-2)          |                      |   |                    |   |
| LNAV MDA             | 2220-1 489 (500-1) |                    | 2220-1½ 489 (500-1½) |                      |   |                    |   |
| CIRCLING             | 2240-1 496 (500-1) | 2300-1 556 (600-1) | 2400-1¾ 656 (700-1¾) | 2460-2¼ 716 (800-2¼) |   |                    |   |

PIERRE, SOUTH DAKOTA

AL-324 (FAA)

24249

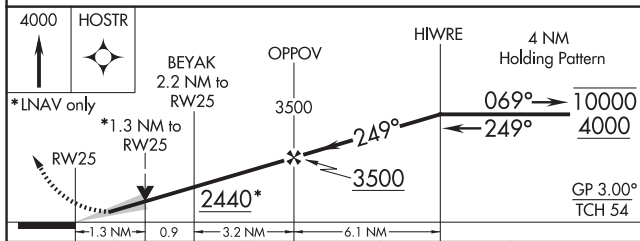
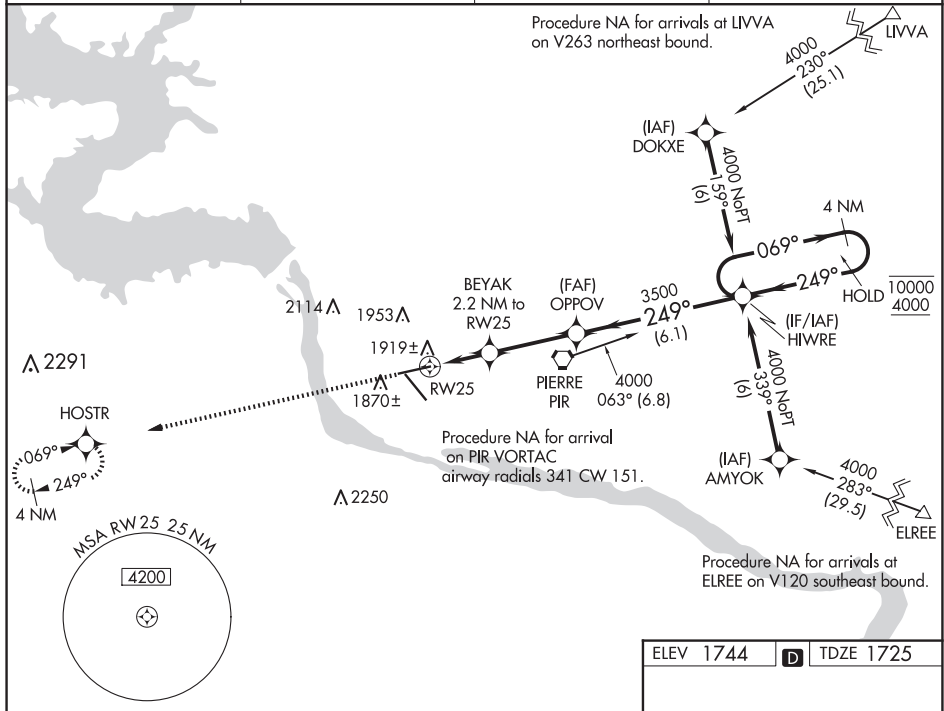
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>63104</b><br><b>W25A</b> | APP CRS<br><b>249°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6880</b><br><b>1725</b><br><b>1744</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 25

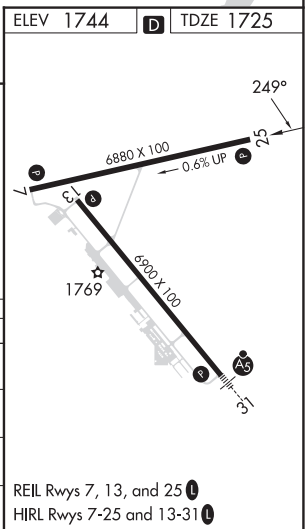
PIERRE RGNL (PIR)

|  |   |
|--|---|
| RNP APCH.<br>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV<br>▲ NA below -26°C or above 54°C. | MISSED APPROACH: Climb to 4000 direct HOSTR and hold. |
|--|---|

|                        |  |                       |                         |
|------------------------|--|-----------------------|-------------------------|
| ASOS<br><b>119.025</b> | MINNEAPOLIS CENTER<br><b>125.1 269.1</b> | CTAF<br><b>122.70</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|-----------------------|-------------------------|



| CATEGORY     | A                     | B                     | C                       | D                       |
|--------------|-----------------------|-----------------------|-------------------------|-------------------------|
| LPV DA       | 1975-1                | 250 (300-1)           |                         |                         |
| LNAV/VNAV DA | 2179-1¾               | 454 (500-1¾)          |                         |                         |
| LNAV MDA     | 2180-1                | 455 (500-1)           | 2180-1¼<br>455 (500-1¼) | 2180-1½<br>455 (500-1½) |
| CIRCLING     | 2240-1<br>496 (500-1) | 2300-1<br>556 (600-1) | 2400-1¾<br>656 (700-1¾) | 2460-2¼<br>716 (800-2¼) |



PIERRE, SOUTH DAKOTA  
Amdt 2A 25FEB21

44°23'N-100°17'W

# RNAV (GPS) RWY 25

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

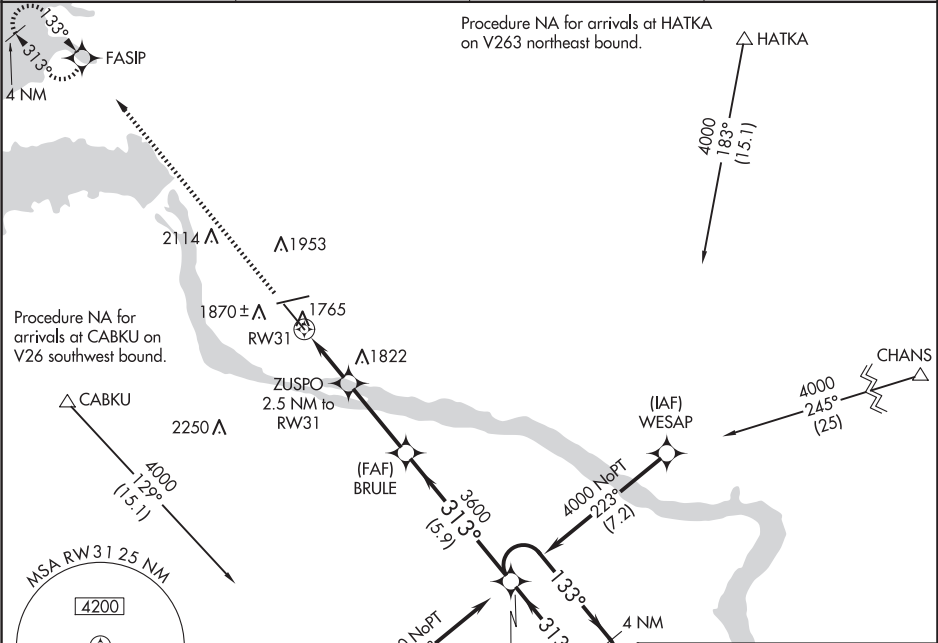
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>65623</b><br><b>W31A</b> | APP CRS<br><b>313°</b> | Rwy Idg<br>TDZE <b>1720</b><br>Apt Elev <b>1744</b> |
|--|------------------------|---|

RNAV (GPS) RWY 31

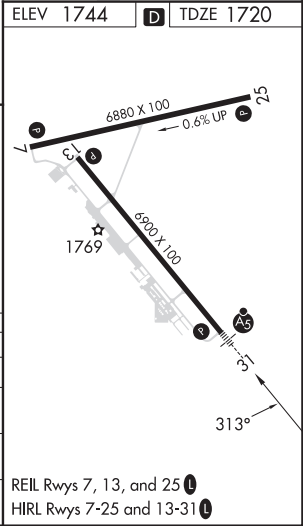
PIERRE RGNL (PIR)

|  |             |   |
|--|-------------|---|
| RNP APCH.<br>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM.<br>▲ | MALSR<br>A5 | MISSED APPROACH: Climb to 4000 direct FASIP and hold. |
|--|-------------|---|

|                        |  |                       |                         |
|------------------------|--|-----------------------|-------------------------|
| ASOS<br><b>119.025</b> | MINNEAPOLIS CENTER<br><b>125.1 269.1</b> | CTAF<br><b>122.70</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|-----------------------|-------------------------|



|                                |  |
|--------------------------------|--|
| ELEV 1744 D TDZE 1720          |  |
| 4000 FASIP                     |  |
| *LNAV only                     |  |
| RW31 1 NM 1.5 NM 3.2 NM 5.9 NM |  |
| 2560*                          |  |
| 3600                           |  |
| 313° 133° 313°                 |  |
| 6000 4000                      |  |
| GP 3.00° TCH 56                |  |
| 4 NM Holding Pattern           |  |
| CATEGORY                       | A B C D  |
| LPV DA                         | 1920-½ 200 (200-½)   |
| LNAV/VNAV DA                   | 1970-½ 250 (300-½)   |
| LNAV MDA                       | 2020-½ 300 (300-½)   |
| CIRCLING                       | 2240-1 2300-1 2400-1¾ 2460-2¼<br>496 (500-1) 556 (600-1) 656 (700-1¾) 716 (800-2¼) |



PIERRE, SOUTH DAKOTA

AL-324 (FAA)

25107

|            |         |          |      |
|------------|---------|----------|------|
| VORTAC PIR | APP CRS | Rwy Idg  | 6880 |
| 113.75     | 074°    | TDZE     | 1744 |
| Chan 84(Y) |         | Apt Elev | 1744 |

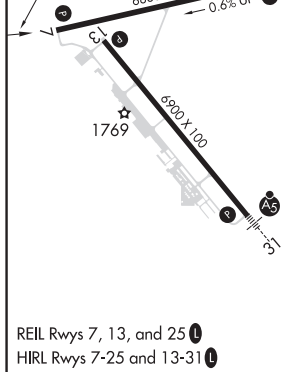
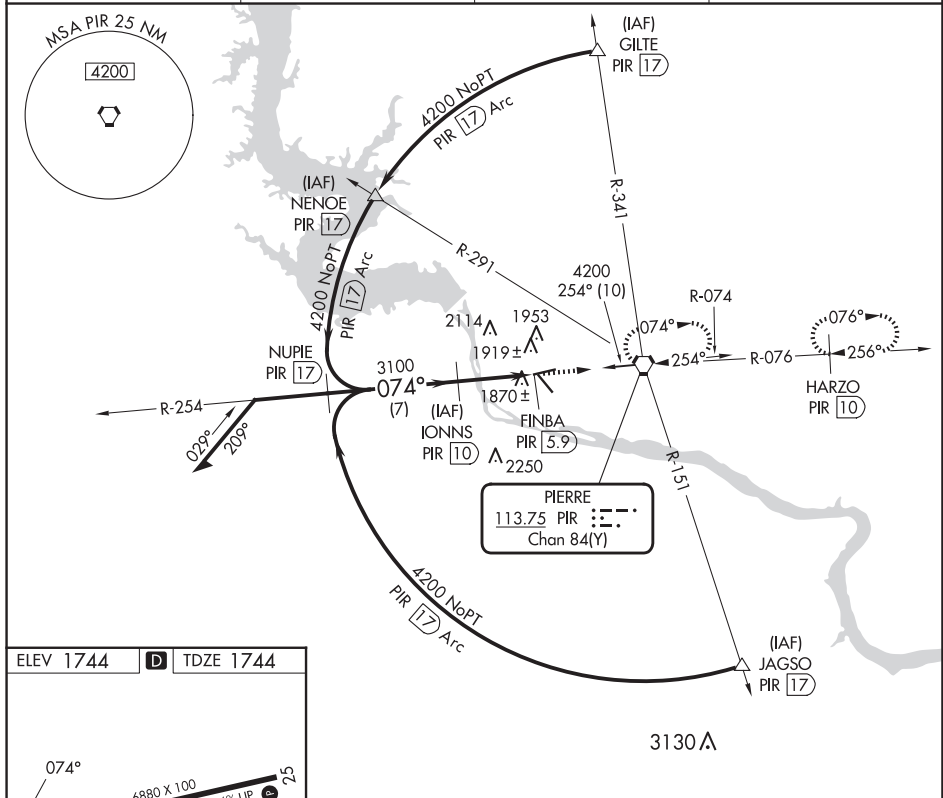
# VOR/DME or TACAN RWY 7

PIERRE RGNL (PIR)

**V**  
**A**

MISSED APPROACH: Climb to 4000 then right turn direct PIR VORTAC and hold. (TACAN aircraft continue via PIR R-076 to HARZO 10 DME and hold East, right turns, 256° inbound).

|                 |                                   |               |                  |
|-----------------|-----------------------------------|---------------|------------------|
| ASOS<br>119.025 | MINNEAPOLIS CENTER<br>125.1 269.1 | CTAF<br>122.7 | UNICOM<br>122.95 |
|-----------------|-----------------------------------|---------------|------------------|



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 51).

Remain within 10 NM

4200

254°

074°

3100

2.98° TCH 56

2.9 NM

1.2

|          |                       |                       |                         |                         |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| CATEGORY | A                     | B                     | C                       | D                       |
| S-7      | 2180-1                | 436 (500-1)           | 2180-1¼<br>436 (500-1¼) | 2180-1½<br>436 (500-1½) |
| CIRCLING | 2240-1<br>496 (500-1) | 2300-1<br>556 (600-1) | 2400-1¾<br>656 (700-1¾) | 2460-2¼<br>716 (800-2¼) |

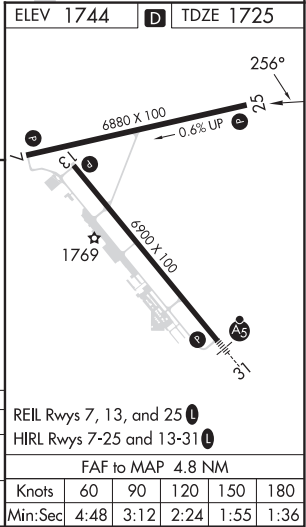
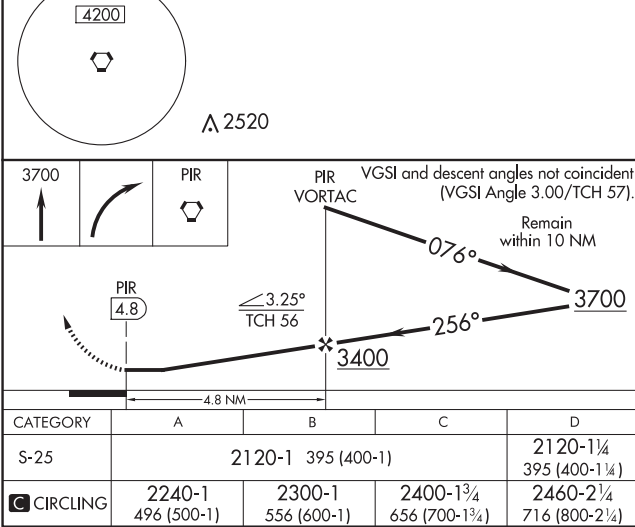
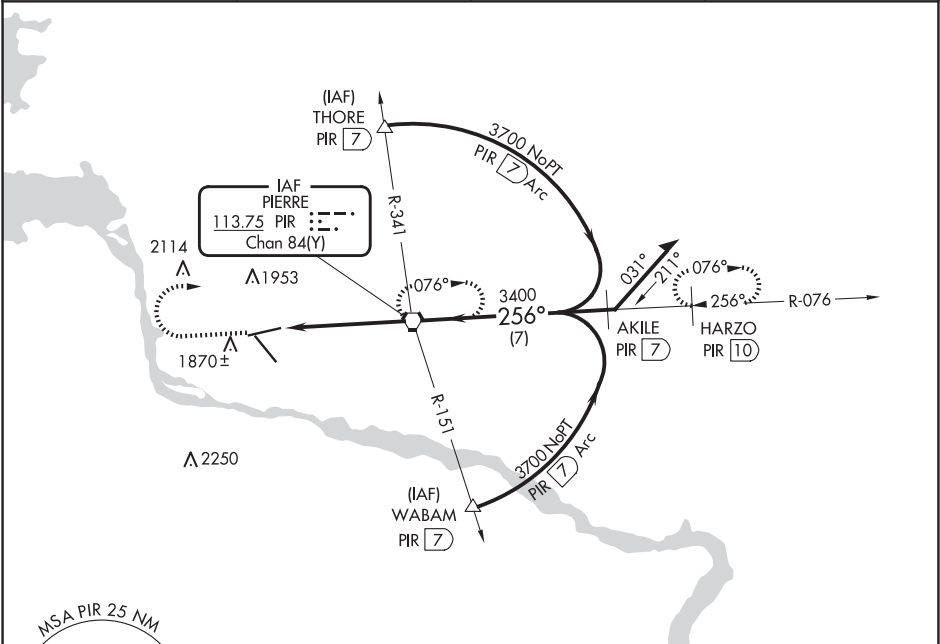


|               |             |          |      |
|---------------|-------------|----------|------|
| VORTAC PIR    | APP CRS     | Rwy Idg  | 6880 |
| <b>113.75</b> | TDZE        | 1725     |      |
| Chan 84(Y)    | <b>256°</b> | Apt Elev | 1744 |

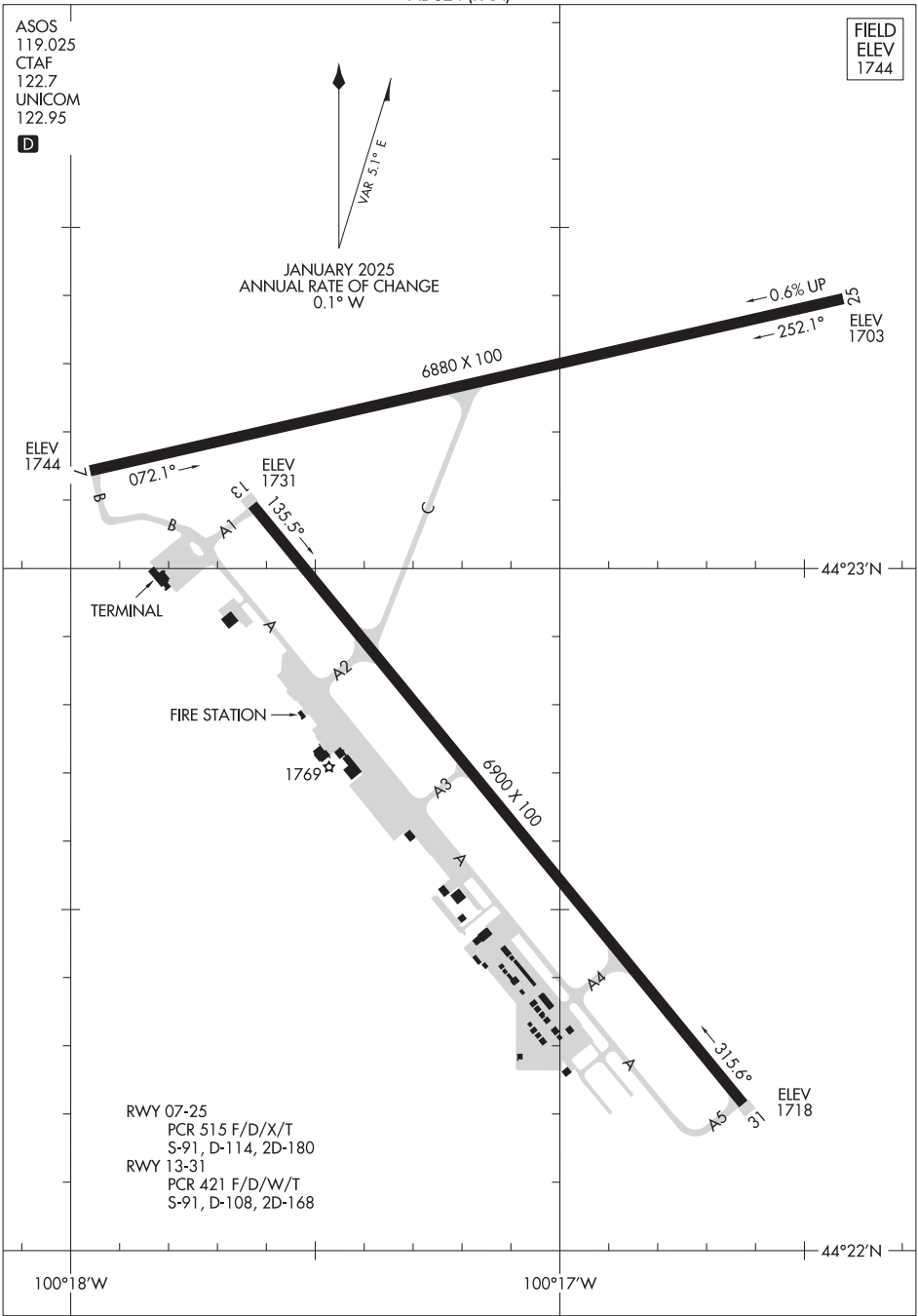
# VOR or TACAN RWY 25

PIERRE RGNL (PIR)

|                      |                    |   |               |
|----------------------|--------------------|---|---------------|
| <b>V</b><br><b>A</b> |                    | MISSED APPROACH: Climb to 3700 then right turn direct PIR VORTAC and hold. (TACAN aircraft continue via PIR R-076 to HARZO 10 DME and hold east, right turns, 256° inbound) |               |
| ASOS                 | MINNEAPOLIS CENTER | CTAF  | UNICOM        |
| <b>119.025</b>       | <b>125.1 269.1</b> | <b>122.7</b>  | <b>122.95</b> |



# VOR or TACAN RWY 25



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

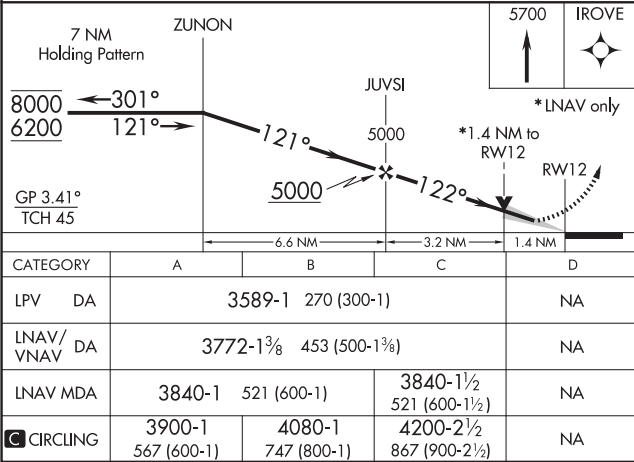
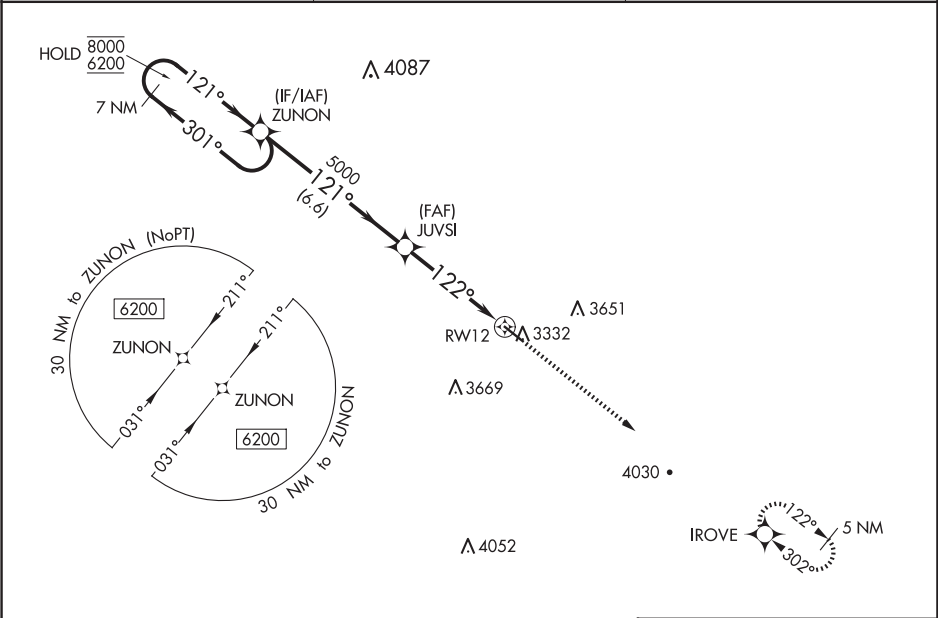
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>97542</b><br><b>W12A</b> | APP CRS<br><b>122°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>3319</b><br><b>3333</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 12

PINE RIDGE (IEN)

|   |   |
|---|---|
| RNP APCH.   | MISSED APPROACH: Climb to 5700 direct IROVE and hold. |
| <div><div></div><div></div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.</div> |   |

|                        |                                      |                        |
|------------------------|--------------------------------------|------------------------|
| ASOS<br><b>126.775</b> | DENVER CENTER<br><b>127.95 338.2</b> | CTAF<br><b>122.9 0</b> |
|------------------------|--------------------------------------|------------------------|



|                             |           |
|-----------------------------|-----------|
| ELEV 3333                   | TDZE 3319 |
| <div>MIRL Rwy 12-30 0</div> |           |

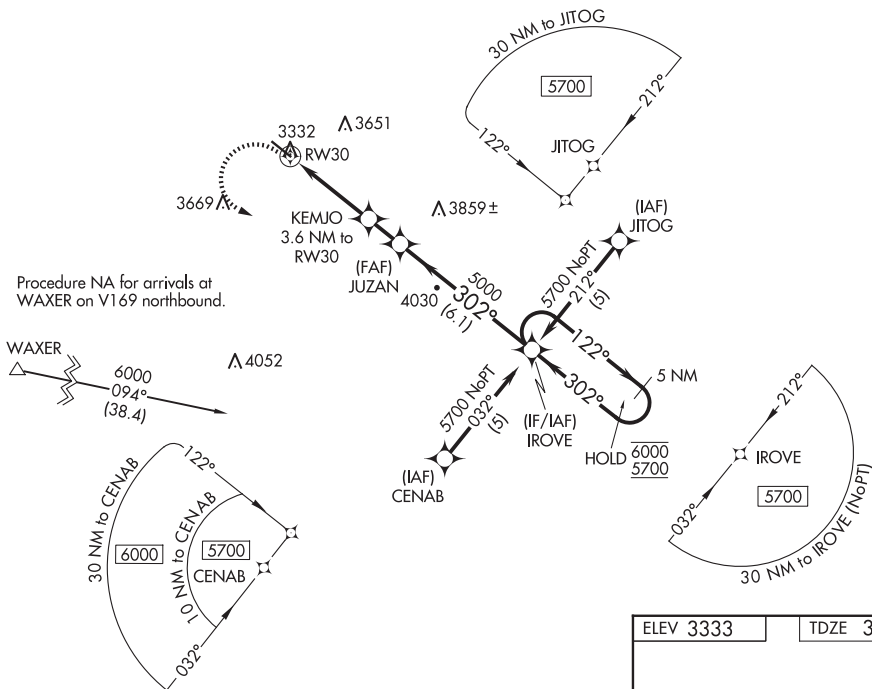
|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>302°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>3333</b><br><b>3333</b> |
|------------------------|-----------------------------|---|

RNAV (GPS) RWY 30  
PINE RIDGE (IEN)


**T**  
**A** Rwy 30 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

MISSED APPROACH: Climbing left turn to 5700 direct IROVE and hold.

ASOS  
126,775

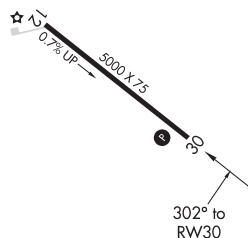
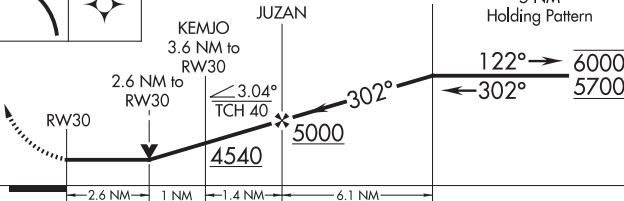
DENVER CENTER  
127.95 338.2CTAF  
122.9 **L**

Δ4425

|   |   |
|---|---|
| 5700  | IROVE   |
|  |  |

VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 28). IR

IROVE      5 NM  
|      Holding Pattern



| CATEGORY | A                     | B                       | C  | D |
|----------|-----------------------|-------------------------|----|---|
| INAV MDA | 4180-1<br>847 (900-1) | 4180-1¼<br>847 (900-1¼) | NA |   |
| CIRCLING | 4180-1<br>847 (900-1) | 4180-1¼<br>847 (900-1¼) | NA |   |

MIRL Rwy 12-30 **L**

PINE RIDGE, SOUTH DAKOTA  
Orig-C 13SEP18

43°01'N-102°30'W

PINE RIDGE (IEN)  
RNAV (GPS) RWY 30

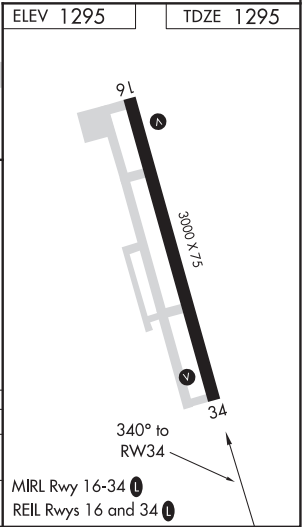
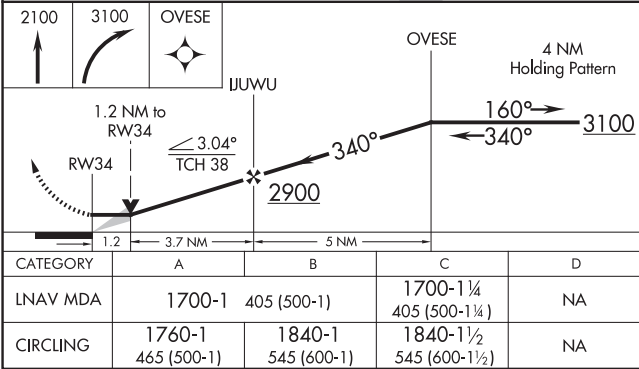
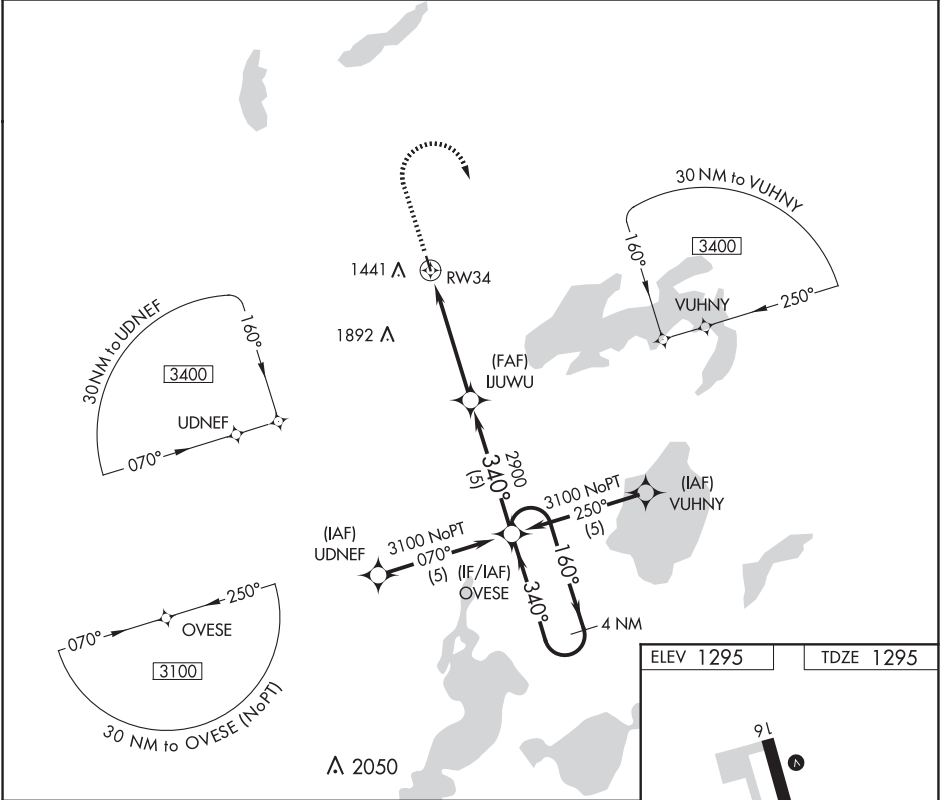
NC-1, 12 JUN 2025 to 07 AUG 2025

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3000 |
| 340°    | TDZE     | 1295 |
|         | Apt Elev | 1295 |

RNAV (GPS) RWY 34  
PINE RIVER RGNL (PWC)

|    |  |   |
|----|--|---|
| NA | GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 2100 then climbing right turn to 3100 direct OVESE WP and hold. |
|----|--|---|

|                   |                                    |               |
|-------------------|------------------------------------|---------------|
| AWOS-3<br>118.525 | MINNEAPOLIS CENTER<br>118.05 239.0 | CTAF<br>122.9 |
|-------------------|------------------------------------|---------------|



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

PIPESTONE, MINNESOTA

AL-5688 (FAA)

24249

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>40431</b><br><b>W18A</b> | APP CRS<br><b>181°</b> | Rwy Idg<br>TDZE <b>1737</b><br>Apt Elev <b>1737</b> | <b>4306</b> |
|--|------------------------|---|-------------|

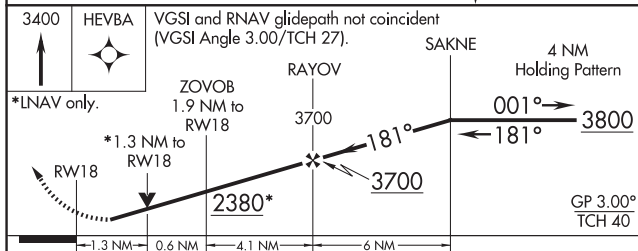
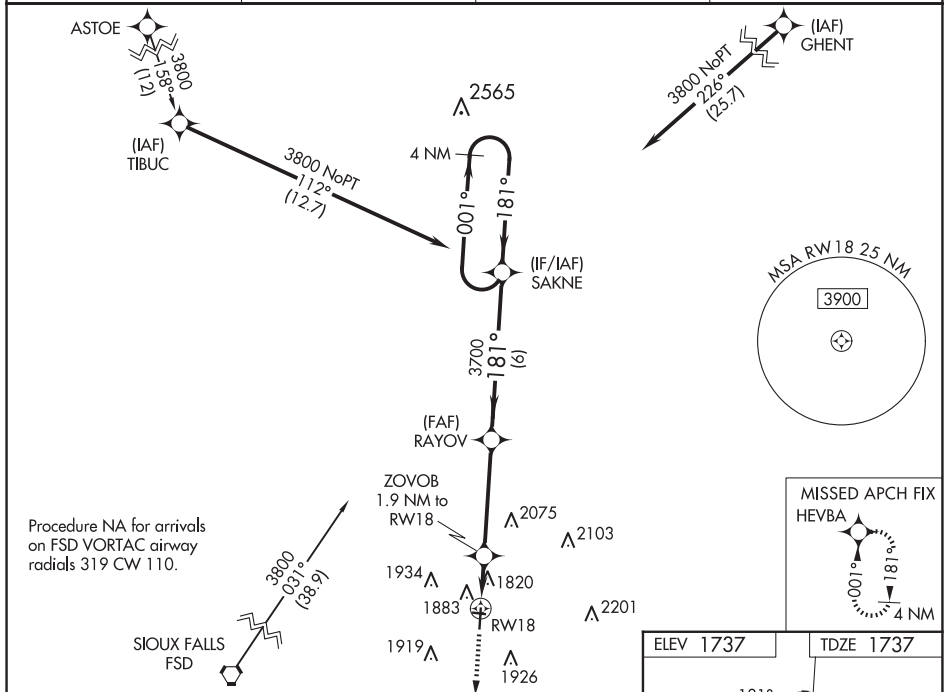
# RNAV (GPS) RWY 18

PIPESTONE MUNI (PQN)

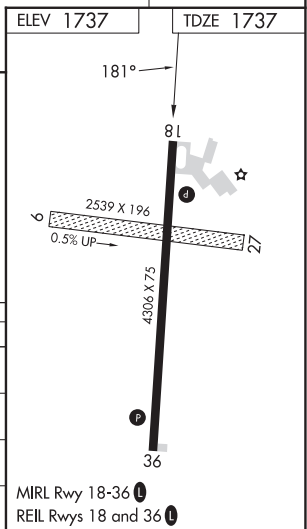
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).  
**⚠** DME/DME RNP -0.3 NA. When local altimeter setting not received, use Slayton altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and Circling Cat C visibility ¼ mile; increase LNAV Cat C visibility ½ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA with Slayton altimeter setting. Circling NA to Rwy 9 and 27.

**MISSED APPROACH:**  
Climb to 3400 direct HEVBA and hold.

|                            |   |                       |                               |
|----------------------------|---|-----------------------|-------------------------------|
| AWOS-3PT<br><b>118.375</b> | MINNEAPOLIS CENTER<br><b>132.05 317.4</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|----------------------------|---|-----------------------|-------------------------------|



| CATEGORY     | A                  | B                  | C                      | D  |
|--------------|--------------------|--------------------|------------------------|----|
| LPV DA       | 1987-1             | 250 (300-1)        |                        | NA |
| LNAV/VNAV DA | 2034-1             | 297 (300-1)        |                        | NA |
| LNAV MDA     | 2180-1             | 443 (500-1)        | 2180-1 ¾ 443 (500-1 ¾) | NA |
| CIRCLING     | 2200-1 463 (500-1) | 2280-1 543 (600-1) | 2280-1 ½ 543 (600-1 ½) | NA |



PIPESTONE, MINNESOTA

Amdt 1C 21APR22

43°59'N-96°18'W

# RNAV (GPS) RWY 18

PIPESTONE MUNI (PQN)

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>69332</b><br><b>W36A</b> | APP CRS<br><b>001°</b> | Rwy Idg<br>TDZE <b>1734</b><br>Apt Elev <b>1737</b> |
|--|------------------------|---|

RNAV (GPS) RWY 36

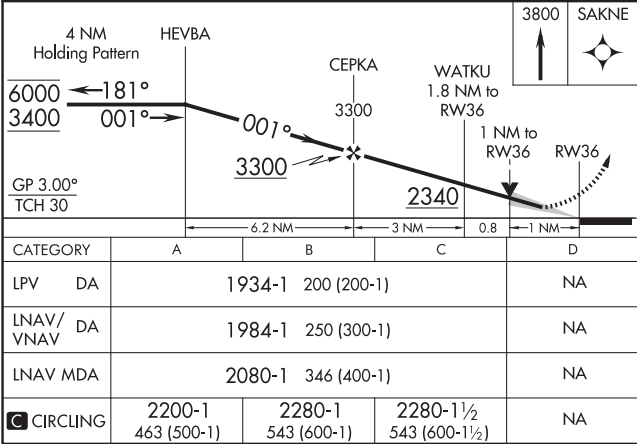
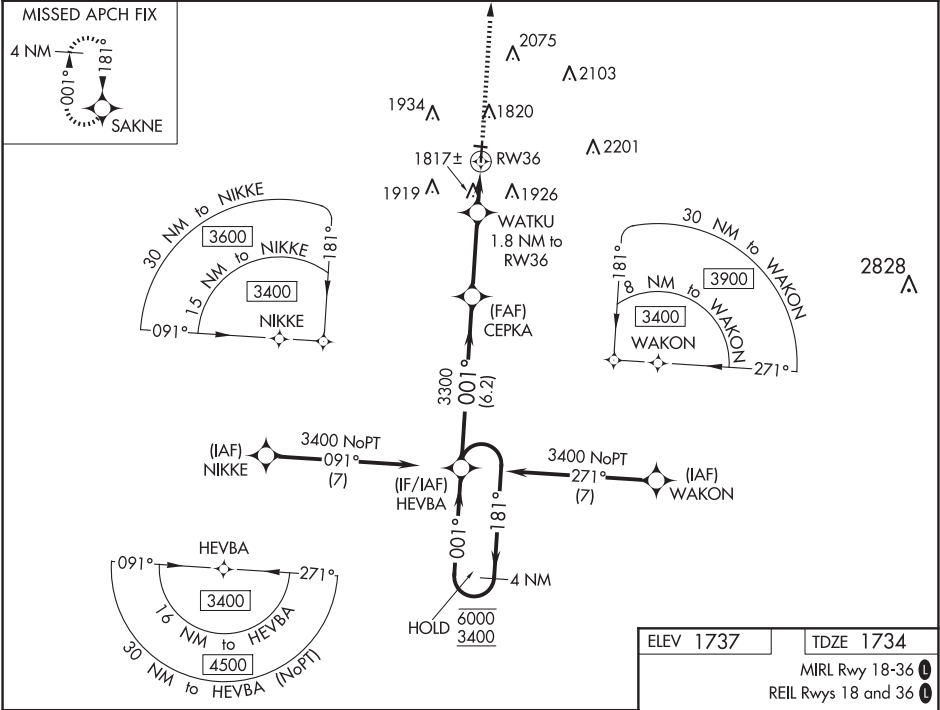
PIPESTONE MUNI (PQN)

RNP APCH-GPS.

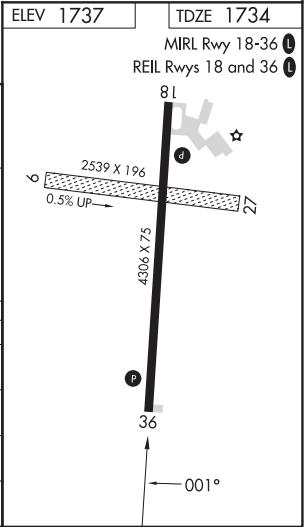
Circling NA to Rwy's 9 and 27. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 3800 direct SAKNE and hold.

|                            |   |                       |                                 |
|----------------------------|---|-----------------------|---------------------------------|
| AWOS-3PT<br><b>118.375</b> | MINNEAPOLIS CENTER<br><b>132.05 317.4</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|---|-----------------------|---------------------------------|



| CATEGORY      | A                     | B                     | C                       | D  |
|---------------|-----------------------|-----------------------|-------------------------|----|
| LPV DA        | 1934-1                | 200 (200-1)           |                         | NA |
| LNAV/ VNAV DA | 1984-1                | 250 (300-1)           |                         | NA |
| LNAV MDA      | 2080-1                | 346 (400-1)           |                         | NA |
| CIRCLING      | 2200-1<br>463 (500-1) | 2280-1<br>543 (600-1) | 2280-1½<br>543 (600-1½) | NA |



PRESTON, MINNESOTA

AL-9286 (FAA)

23110

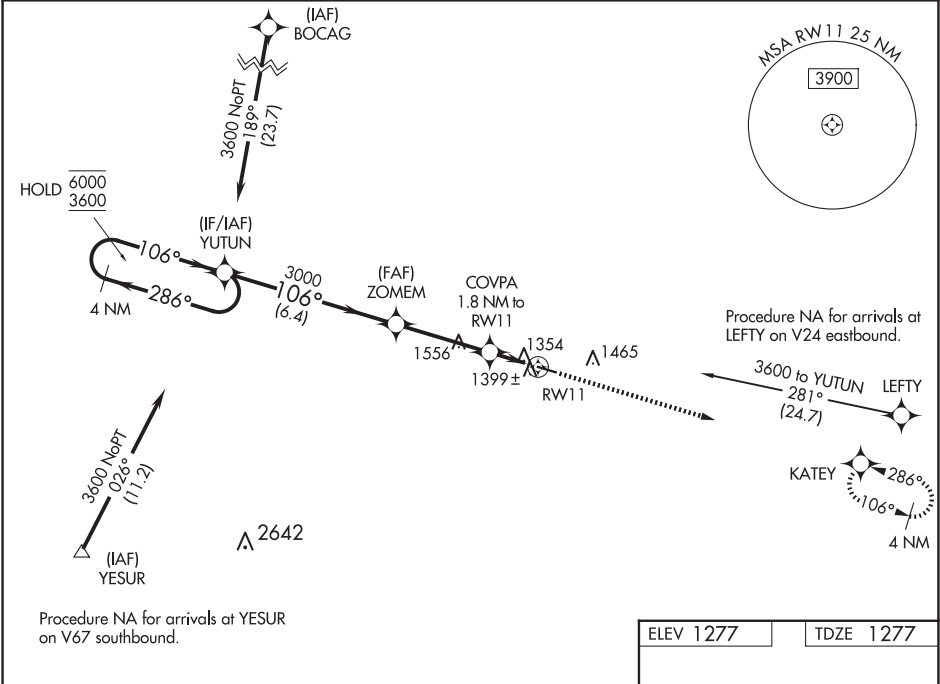
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>65829</b><br><b>W11A</b> | APP CRS<br><b>106°</b> | Rwy Idg<br>TDZE <b>1277</b><br>Apt Elev <b>1277</b> |
|--|------------------------|---|

RNAV (GPS) RWY 11

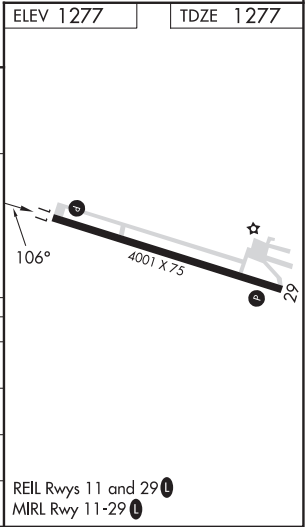
FILLMORE COUNTY (FKA)

|  |  |   |
|--|--|---|
| RNP APCH.  |  | MISSED APPROACH: Climb to 3200 direct KATEY and hold. |
| <div><div>T</div>Rwy 11 helicopter visibility reduction below ¾ SM NA.</div> <div><div>A</div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</div> |  |   |

|                           |   |                        |
|---------------------------|---|------------------------|
| AWOS-3PT<br><b>118.55</b> | ROCHESTER APP CON ★<br><b>119.8 251.125</b> | CTAF<br><b>122.9 0</b> |
|---------------------------|---|------------------------|



|                            |                       |  |                         |            |
|----------------------------|-----------------------|--|-------------------------|------------|
| 4 NM Holding Pattern       |                       | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26). |                         | 3200 KATEY |
| YUTUN                      |                       | ZOMEM  |                         | *INAV only |
| 6000 ← 286°<br>3600 → 106° |                       | 3000   |                         |            |
| GP 3.00°<br>TCH 40         |                       | *1880  |                         |            |
| 6.4 NM                     |                       | 3.5 NM   |                         | 0.7 1.1 NM |
| CATEGORY                   | A                     | B  | C                       | D          |
| LPV DA                     | 1527-1                | 250 (300-1)  |                         | NA         |
| LNAV/VNAV DA               | 1573-1                | 296 (300-1)  |                         | NA         |
| LNAV MDA                   | 1660-1                | 383 (400-1)  | 1660-1⅛<br>383 (400-1⅛) | NA         |
| CIRCLING                   | 1700-1<br>423 (500-1) | 1900-1<br>623 (700-1)  | 1900-1¾<br>623 (700-1¾) | NA         |



PRESTON, MINNESOTA

Orig-D 26MAR20

43°41'N-92°11'W

FILLMORE COUNTY (FKA)

RNAV (GPS) RWY 11

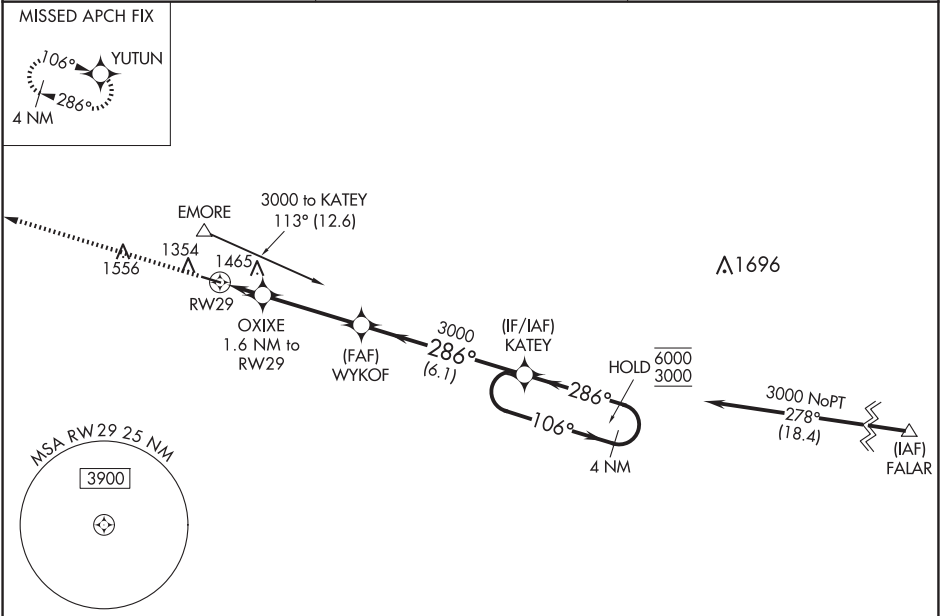


|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>70529</b><br><b>W29A</b> | APP CRS<br><b>286°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4001</b><br><b>1277</b><br><b>1277</b> |
|--|------------------------|-----------------------------|---|

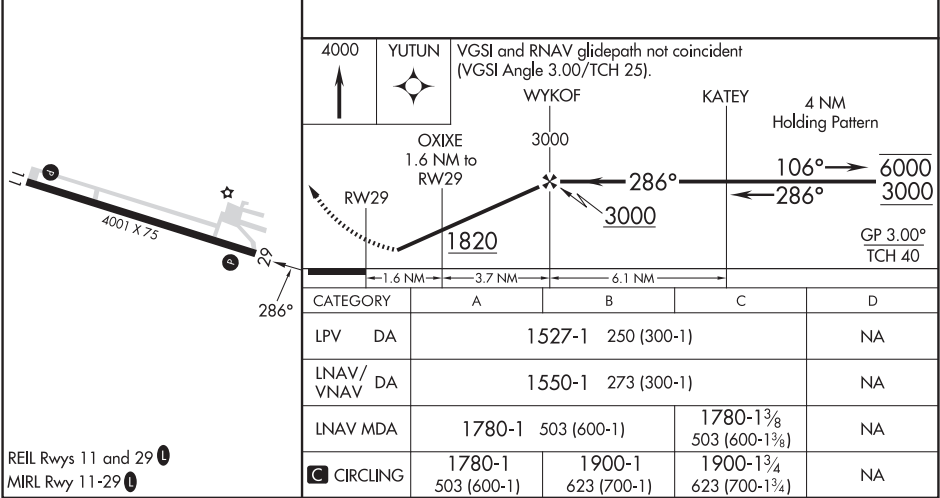
**RNAV (GPS) RWY 29**  
FILLMORE COUNTY (FKA)

|  |   |
|--|---|
| RNP APCH-GPS.<br>▼ Rwy 29 helicopter visibility reduction below ¾ SM NA.<br>▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. | MISSED APPROACH: Climb to 4000 direct YUTUN and hold. |
|--|---|

|                           |   |                        |
|---------------------------|---|------------------------|
| AWOS-3PT<br><b>118.55</b> | ROCHESTER APP CON ★<br><b>119.8 251.125</b> | CTAF<br><b>122.9 0</b> |
|---------------------------|---|------------------------|



|           |           |
|-----------|-----------|
| ELEV 1277 | TDZE 1277 |
|-----------|-----------|



NC-1, 12 JUN 2025 to 07 AUG 2025

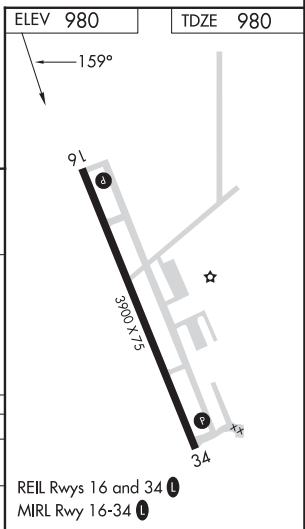
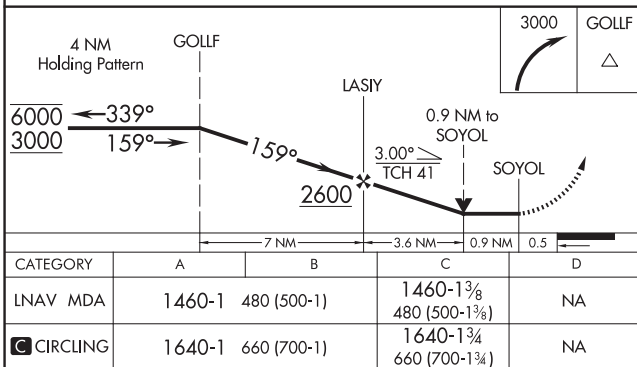
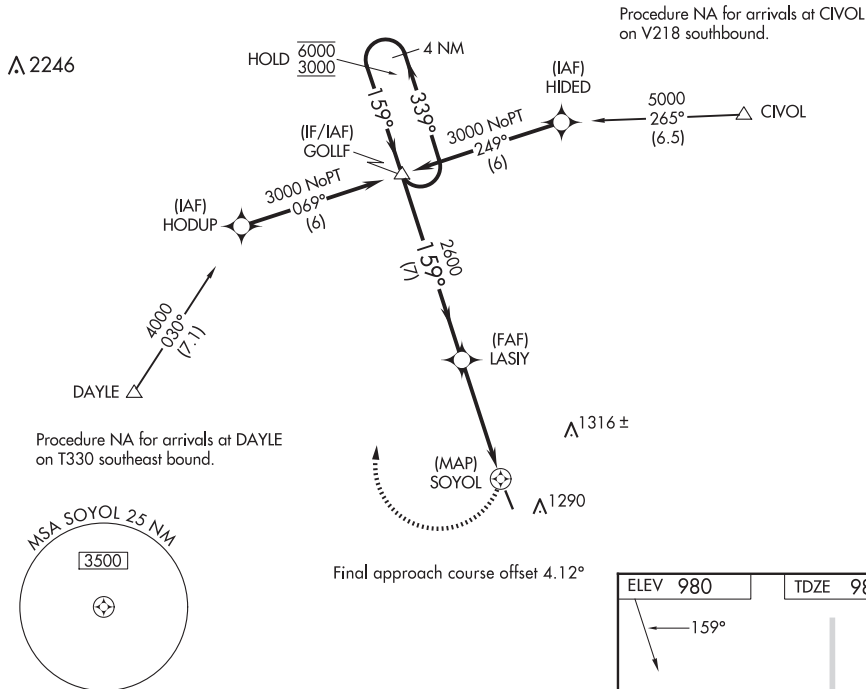
NC-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 16  
PRINCETON MUNI (PNM)

**MISSED APPROACH:** Climbing right turn to 3000 direct GOLF and hold.

 Rwy 16 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

|                          |   |  |
|--------------------------|---|--|
| AWOS-3<br><b>119.025</b> | MINNEAPOLIS CENTER<br><b>121.05 235.775</b> | UNICOM<br><b>123.0</b> (CTAF) <b>0</b> |
|--------------------------|---|--|



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

APP CRS  
335°

Rwy Idg  
TDZE  
Apt Elev

3900  
980  
980

RNAV (GPS) RWY 34  
PRINCETON MUNI (PNM)

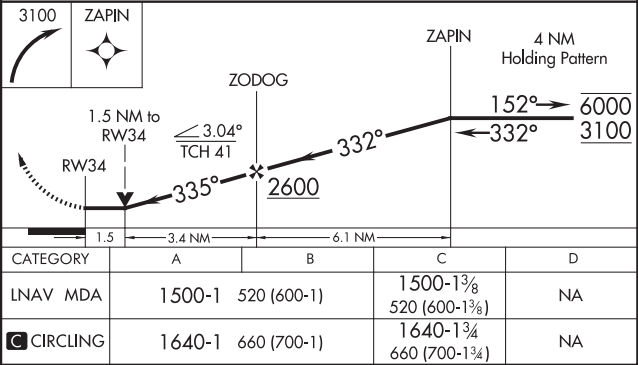
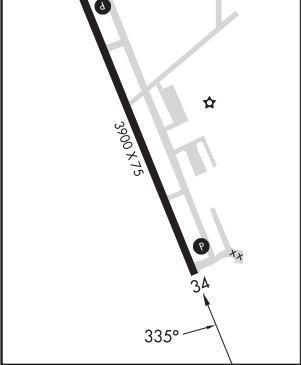
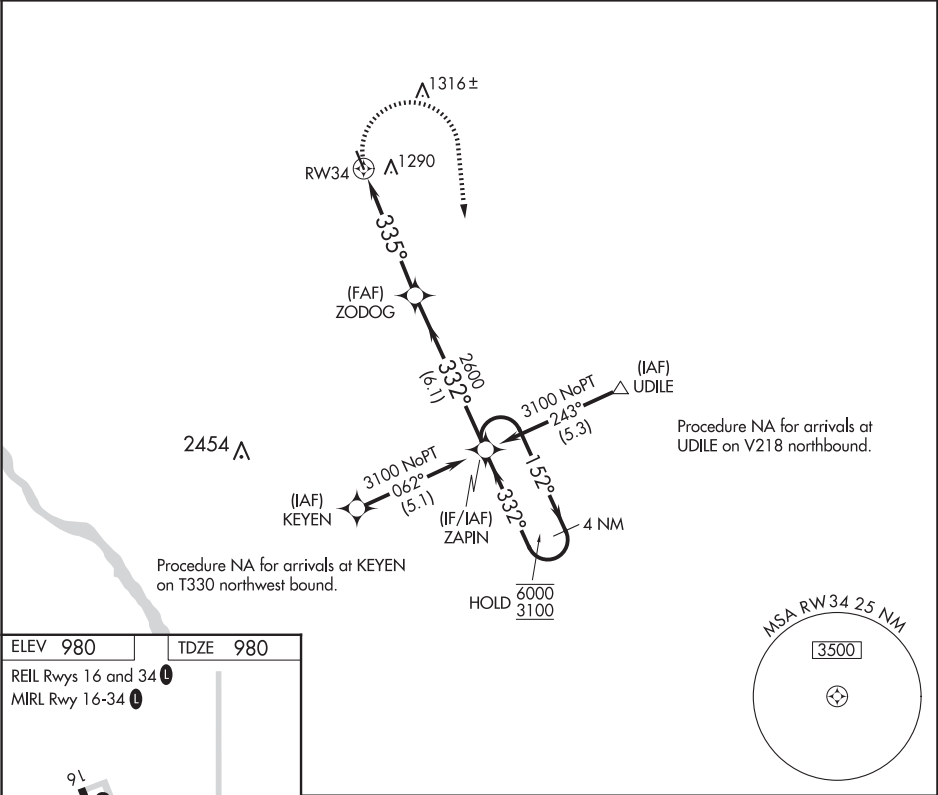
RNP APCH.

▼  
▲

Rwy 34 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 3100 direct ZAPIN and hold.

|                   |                                      |                          |
|-------------------|--------------------------------------|--------------------------|
| AWOS-3<br>119.025 | MINNEAPOLIS CENTER<br>121.05 235.775 | UNICOM<br>123.0 (CTAF) 1 |
|-------------------|--------------------------------------|--------------------------|



RAPID CITY, SOUTH DAKOTA

AL-877 (FAA)

23166

|   |                        |  |
|---|------------------------|--|
| LOC/DME I-RAP<br><b>109.3</b><br>Chan <b>30</b> | APP CRS<br><b>324°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>8701</b><br><b>3160</b><br><b>3204</b> |
|---|------------------------|--|

# ILS or LOC RWY 32

RAPID CITY RGNL (RAP)

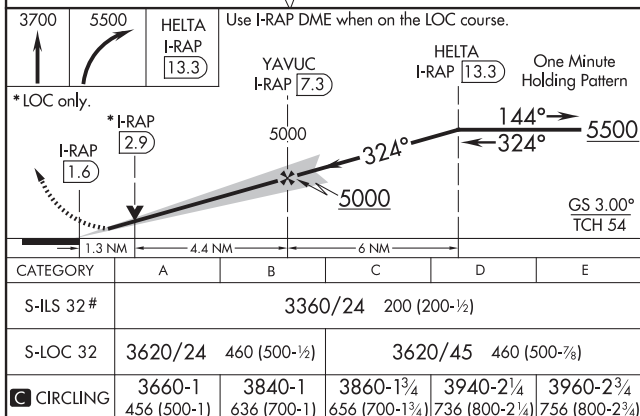
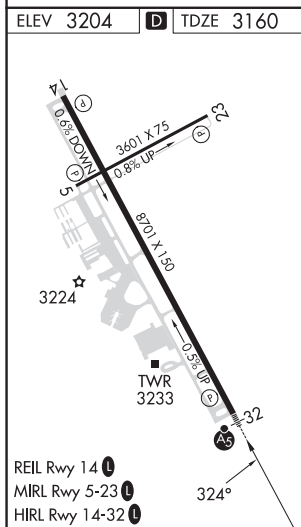
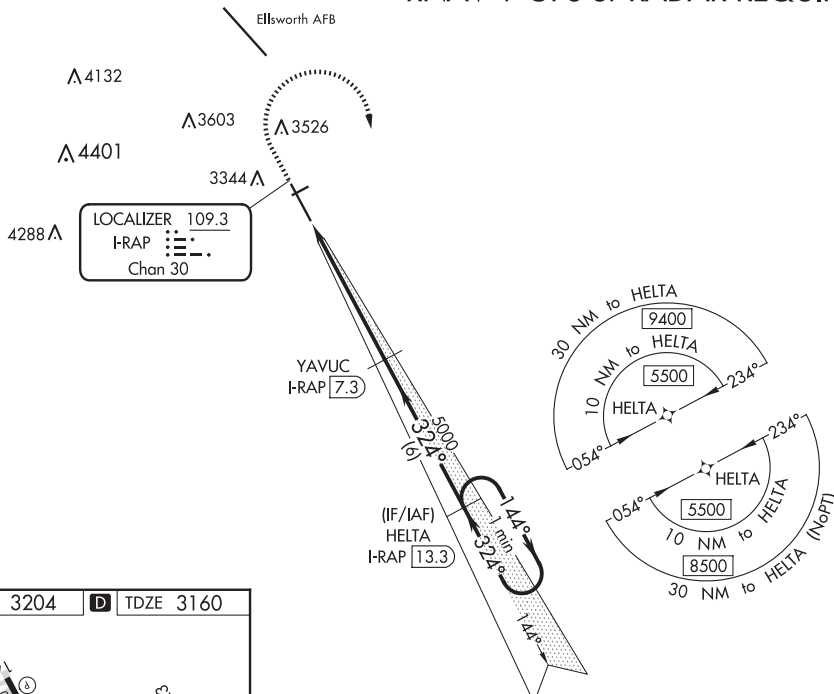
**V** DME and RNAV 1-GPS required. ILS glideslope unusable for coupled approaches below 3360. For inop ALS, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 1½ SM.  
**A** # RVR 1800 authorized with use of FD or AP or HUD to DA.



**MISSED APPROACH:** Climb to 3700 then climbing right turn to 5500 direct HELTA and hold.

|                        |   |  |                         |                         |
|------------------------|---|--|-------------------------|-------------------------|
| ASOS<br><b>118.525</b> | ELLSWORTH APP CON ★<br><b>119.5 259.1</b> | RAPID CITY TOWER ★<br><b>125.85 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|------------------------|---|--|-------------------------|-------------------------|

## RNAV 1-GPS or RADAR REQUIRED



RAPID CITY, SOUTH DAKOTA

Amdt 21A 07DEC17

44°03'N-103°03'W

# RAPID CITY RGNL (RAP)

## ILS or LOC RWY 32

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82633</b><br><b>W05A</b> | APP CRS<br><b>054°</b> | Rwy Idg<br>TDZE <b>3199</b><br>Apt Elev <b>3204</b> |
|--|------------------------|---|

RNAV (GPS) RWY 5

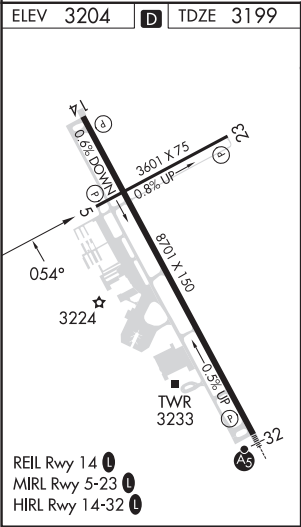
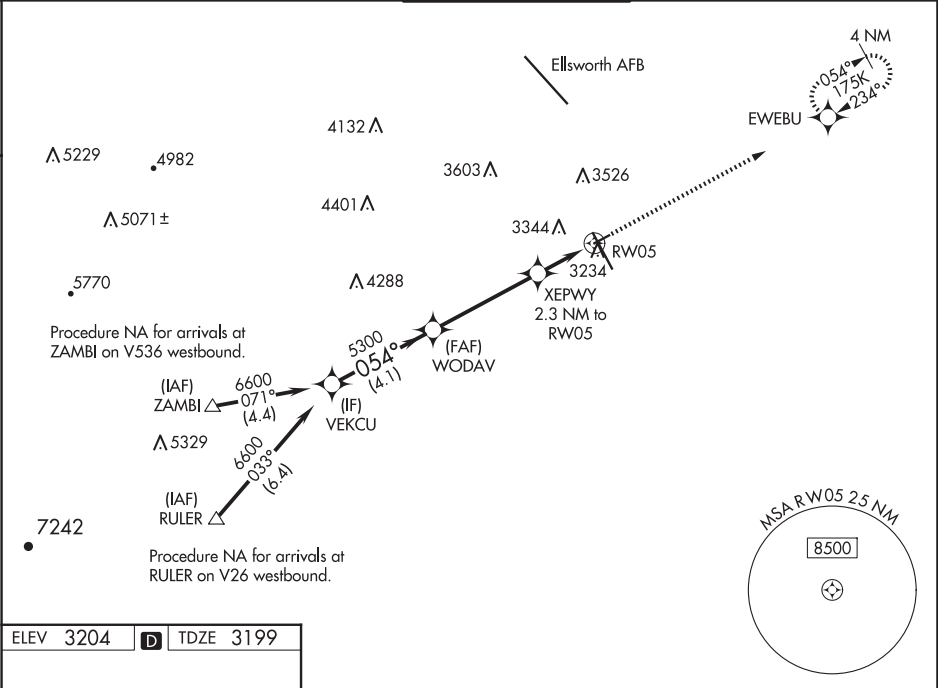
RAPID CITY RGNL (RAP)


⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ellsworth AFB altimeter setting and increase all DA 25 feet and all MDA 40 feet. VDP and Baro-VNAV NA with Ellsworth AFB altimeter setting.

MISSED APPROACH: Climb to 5300 direct EWEBU and hold.

|                        |   |  |                         |                         |
|------------------------|---|--|-------------------------|-------------------------|
| ASOS<br><b>118.525</b> | ELLSWORTH APP CON ★<br><b>119.5 259.1</b> | RAPID CITY TOWER ★<br><b>125.85 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|------------------------|---|--|-------------------------|-------------------------|



|  |                       |                       |    |                            |  |   |  |
|--|-----------------------|-----------------------|----|----------------------------|--|---|--|
| VEKCU  |                       | WODAV                 |    | XEPWY<br>2.3 NM to<br>RW05 |  | <div><div>5300<br/>↑</div><div>EWEBU<br/>✦</div></div> <div>*LNAV only.</div> |  |
| 6600   |                       | 5300                  |    | 5300                       |  | *0.9 NM to<br>RW05  |  |
| GP 3.00°<br>TCH 34   |                       | 054°                  |    | *3920                      |  | RW05  |  |
| 4.1 NM   |                       | 4.3 NM                |    | 1.4 NM                     |  | 0.9 NM  |  |
| CATEGORY   | A                     | B                     | C  | D                          |  |   |  |
| LPV DA   | 3449-1                | 250 (300-1)           | NA |                            |  |   |  |
| LNAV/<br>VNAV DA   | 3449-1                | 250 (300-1)           | NA |                            |  |   |  |
| LNAV MDA   | 3500-1                | 301 (300-1)           | NA |                            |  |   |  |
|  CIRCLING | 3660-1<br>456 (500-1) | 3840-1<br>636 (700-1) | NA |                            |  |   |  |

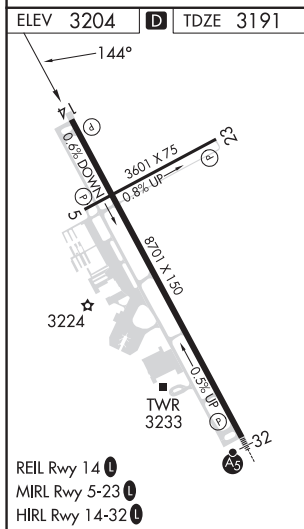
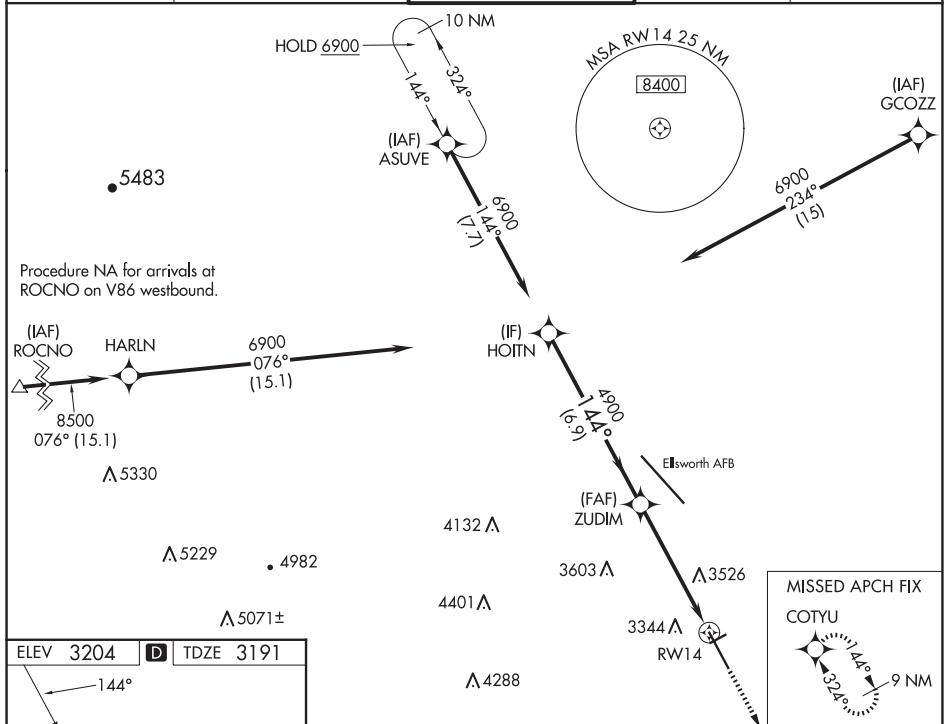
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>60919</b><br><b>W14A</b> | APP CRS<br><b>144°</b> | Rwy Idg <b>8701</b><br>TDZE <b>3191</b><br>Apt Elev <b>3204</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 14

RAPID CITY RGNL (RAP)

|  |   |
|--|---|
| RNP APCH - GPS.  | MISSED APPROACH: Climb to 5500 direct COTYU and hold. |
| ▼ Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 52°C. |   |

|                        |   |  |                         |                         |
|------------------------|---|--|-------------------------|-------------------------|
| ASOS<br><b>118.525</b> | ELLSWORTH APP CON ★<br><b>119.5 259.1</b> | RAPID CITY TOWER ★<br><b>125.85 (CTAF) 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|------------------------|---|--|-------------------------|-------------------------|



|  |  |  |  |  |
|--|--|--|--|--|
|  |  |  |  |  |
|--|--|--|--|--|

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>40433</b><br><b>W23A</b> | APP CRS<br><b>234°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3601</b><br><b>3204</b><br><b>3204</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 23

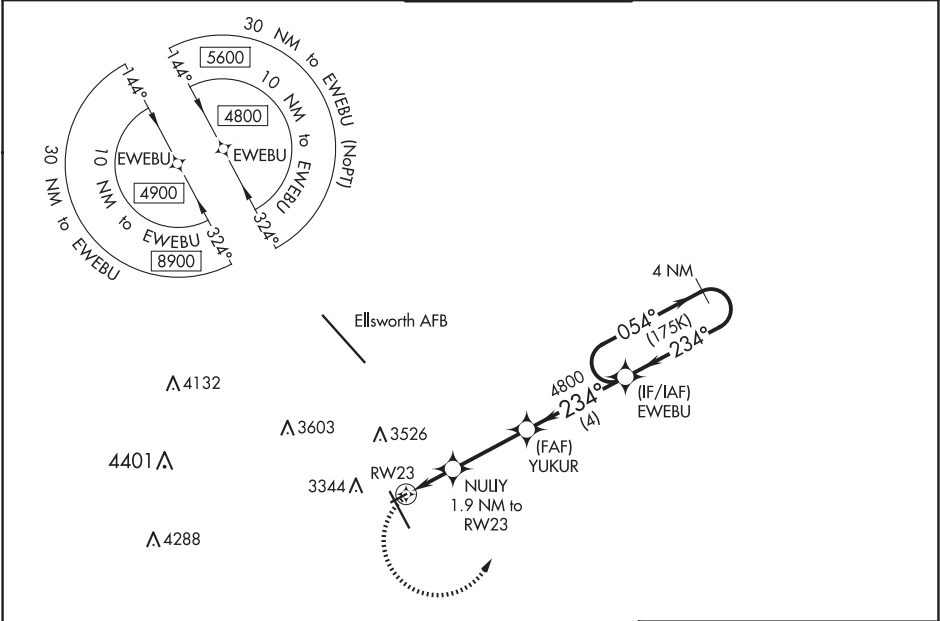
RAPID CITY RGNL (RAP)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ellsworth AFB altimeter setting and increase all DA 25 feet and all MDA 40 feet. VDP and Baro-VNAV NA when using Ellsworth AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 5300 direct EWEBU and hold.

|                        |   |  |                         |                         |
|------------------------|---|--|-------------------------|-------------------------|
| ASOS<br><b>118.525</b> | ELLSWORTH APP CON ★<br><b>119.5 259.1</b> | RAPID CITY TOWER ★<br><b>125.85 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|------------------------|---|--|-------------------------|-------------------------|



ELEV 3204 D TDZE 3204

5300 EWEBU

\*LNAV only.

\*1 NM to RW23

RW23

1 NM 0.9 NM 3 NM 4 NM

YUKUR 4800

NULIY 1.9 NM to RW23

234° 054° 234°

4800 3820\*

GP 3.00° TCH 38

4 NM Holding Pattern

4800

| CATEGORY     | A                     | B                     | C | D  |
|--------------|-----------------------|-----------------------|---|----|
| LPV DA       | 3454-1                | 250 (300-1)           |   | NA |
| LNAV/VNAV DA | 3454-1                | 250 (300-1)           |   | NA |
| LNAV MDA     | 3560-1                | 356 (400-1)           |   | NA |
| CIRCLING     | 3660-1<br>456 (500-1) | 3840-1<br>636 (700-1) |   | NA |

REIL Rwy 14 0

MIRL Rwy 5-23 0

HIRL Rwy 14-32 0

234°

0.6% DOWN

0.8% UP

0.5% UP

3224

TWR 3233

32

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>93717</b><br><b>W32A</b> | APP CRS<br><b>324°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8701</b><br><b>3160</b><br><b>3204</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 32

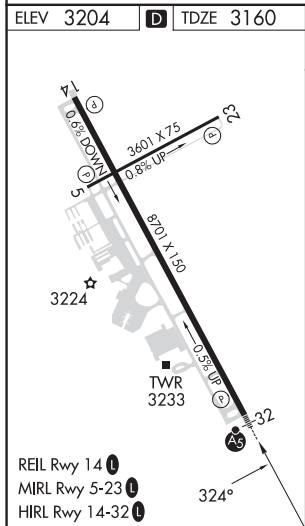
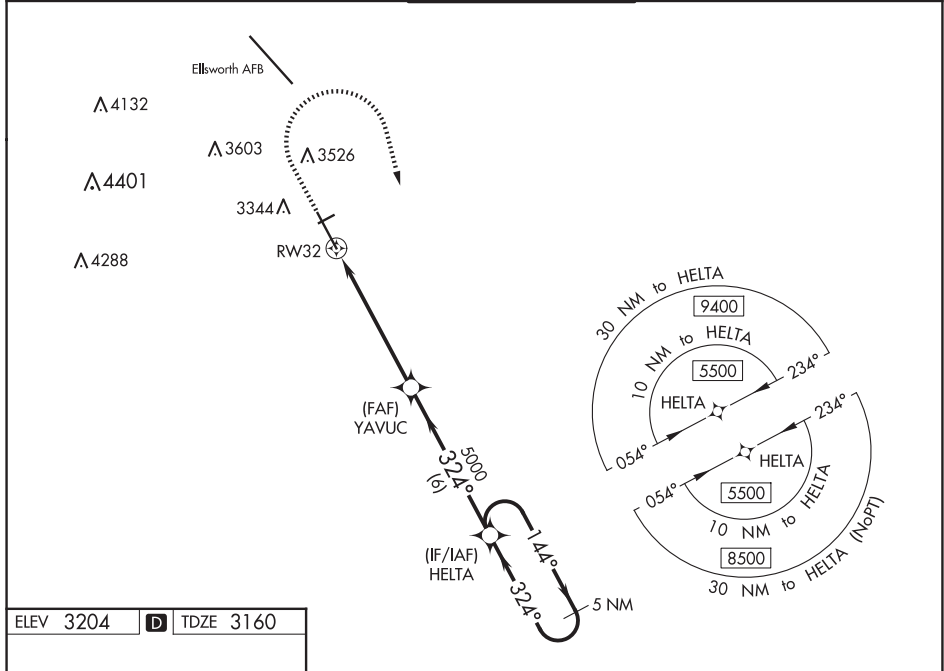
RAPID CITY RGNL (RAP)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 51°C (125°F). DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats to RVR 4500 and LNAV Cat E to 1½ SM. # RVR 1800 authorized with use of FD or AP or HUD to DA.

**MALSR**

**MISSED APPROACH:** Climb to 3700 then climbing right turn to 5500 direct HELTA and hold.

|                        |   |  |                         |                         |
|------------------------|---|--|-------------------------|-------------------------|
| ASOS<br><b>118.525</b> | ELLSWORTH APP CON ★<br><b>119.5 259.1</b> | RAPID CITY TOWER ★<br><b>125.85 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|------------------------|---|--|-------------------------|-------------------------|



|   |                       |  |                         |                         |                         |  |
|---|-----------------------|--|-------------------------|-------------------------|-------------------------|--|
| <div><div>3700</div><div>↑</div></div> <div><div>5500</div><div>↷</div></div> <div><div>HELTA</div><div>✦</div></div> |                       | <div><div>HELTA</div><div>5 NM Holding Pattern</div></div> <div><div>5000</div><div>YAVUC</div><div>5000</div><div>324°</div><div>144°</div><div>5500</div><div>324°</div><div>GP 3.00°</div><div>TCH 54</div></div> |                         |                         |                         |  |
| * LNAV only   |                       | * 1.3 NM to RW32   |                         |                         |                         |  |
| <div><div>RW32</div><div>1.3 NM</div><div>4.4 NM</div><div>6 NM</div></div>   |                       |  |                         |                         |                         |  |
| CATEGORY  | A                     | B  | C                       | D                       | E                       |  |
| LPV DA#   | 3360/24 200 (200-½)   |  |                         |                         |                         |  |
| LNAV/VNAV DA  | 3410/24 250 (300-½)   |  |                         |                         |                         |  |
| LNAV MDA  | 3620/24 460 (500-½)   |  | 3620/45 460 (500-¾)     |                         |                         |  |
| <div><div>C</div><div>CIRCLING</div></div>  | 3660-1<br>456 (500-1) | 3840-1<br>636 (700-1)  | 3860-1¾<br>656 (700-1¾) | 3940-2¼<br>736 (800-2¼) | 3960-2¾<br>756 (800-2¾) |  |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

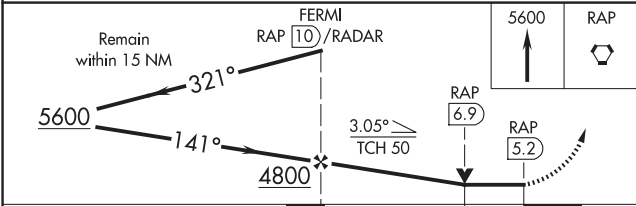
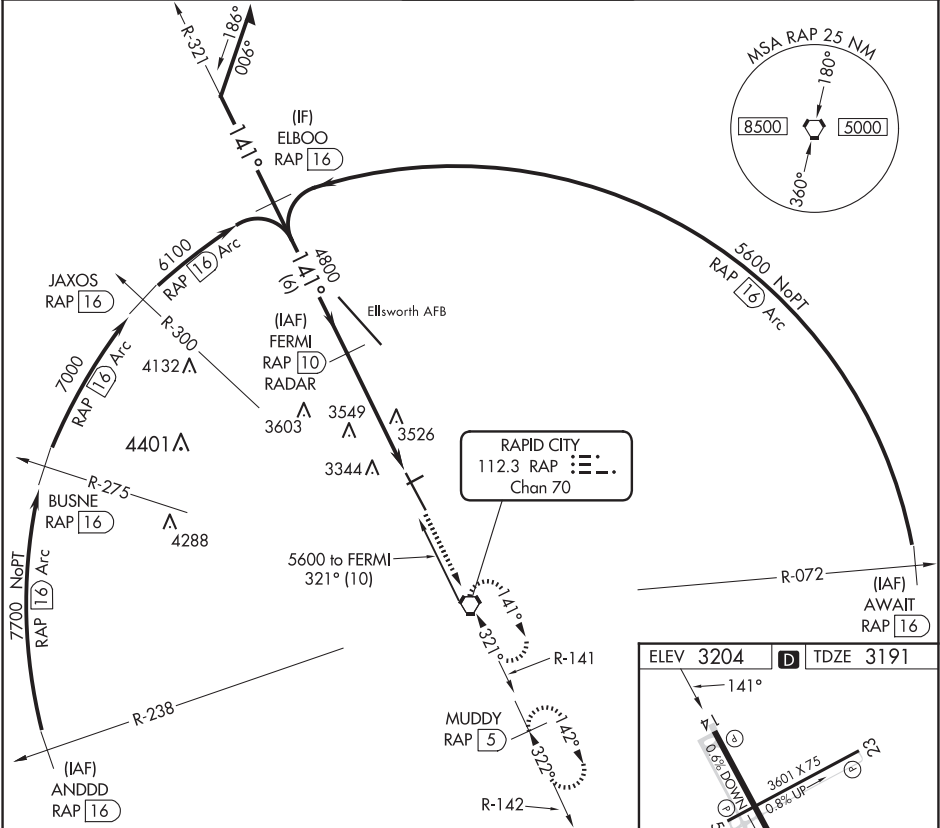


|            |         |          |      |
|------------|---------|----------|------|
| VORTAC RAP | APP CRS | Rwy Idg  | 8701 |
| 112.3      | 141°    | TDZE     | 3191 |
| Chan 70    |         | Apt Elev | 3204 |

VOR or TACAN RWY 14  
RAPID CITY RGNL (RAP)

|  |   |
|--|---|
| DME or RADAR required.   | MISSED APPROACH: Climb to 5600 direct RAP VORTAC and hold, continue climb-in-hold to 5600. (TACAN aircraft continue on RAP R-142 to MUDDY 5 DME and hold SE, RT, 322° inbound.) |
| <div><div></div><div>Rwy 14 helicopter visibility reduction below 3/4 SM NA.</div></div> |   |

|                 |                                   |  |                  |                  |
|-----------------|-----------------------------------|--|------------------|------------------|
| ASOS<br>118.525 | ELLSWORTH APP CON★<br>119.5 259.1 | RAPID CITY TOWER★<br>125.85 (CTAF) 257.8 | GND CON<br>121.9 | UNICOM<br>122.95 |
|-----------------|-----------------------------------|--|------------------|------------------|



|                   |                          |
|-------------------|--------------------------|
| ELEV 3204         | TDZE 3191                |
| 141°              | 3224                     |
| 0.6% DOWN         | 3601 X 75                |
| 0.8% UP           | 8701 X 150               |
| 0.3% UP           | 32                       |
| REIL Rwy 14       | MIRL Rwy 5-23            |
| HIRL Rwy 14-32    | TWR 3233                 |
| FAF to MAP 4.8 NM |                          |
| Knots             | 60 90 120 150 180        |
| Min:Sec           | 4:48 3:12 2:24 1:55 1:36 |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|            |         |          |      |
|------------|---------|----------|------|
| VORTAC RAP | APP CRS | Rwy Idg  | 8701 |
| 112.3      | 322°    | TDZE     | 3160 |
| Chan 70    |         | Apt Elev | 3204 |

# VOR or TACAN RWY 32

RAPID CITY RGNL (RAP)

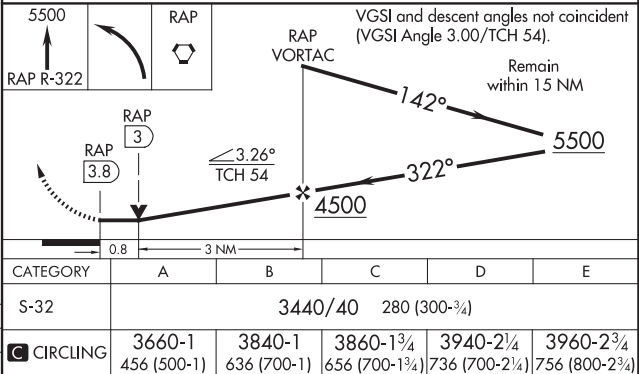
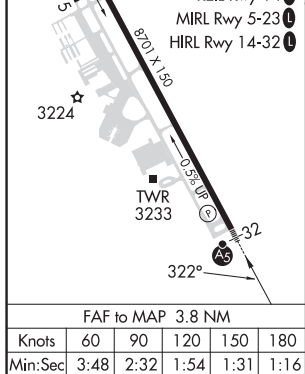
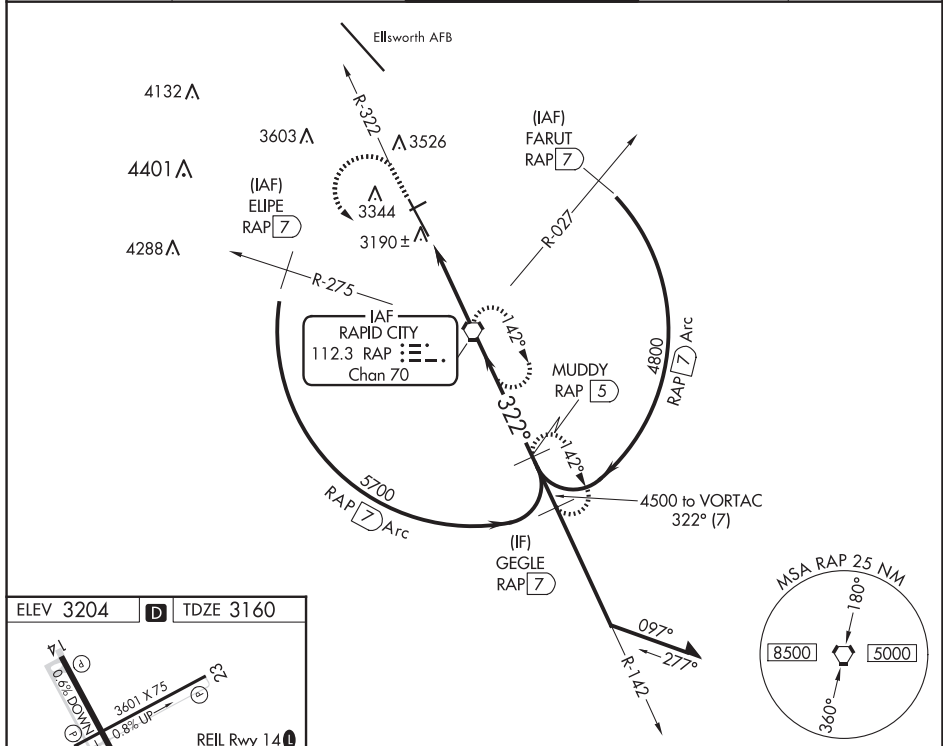
**⚠** For inoperative ALS, increase S-32 all Cats visibility to 1 SM.

**MALSR**

**AS**

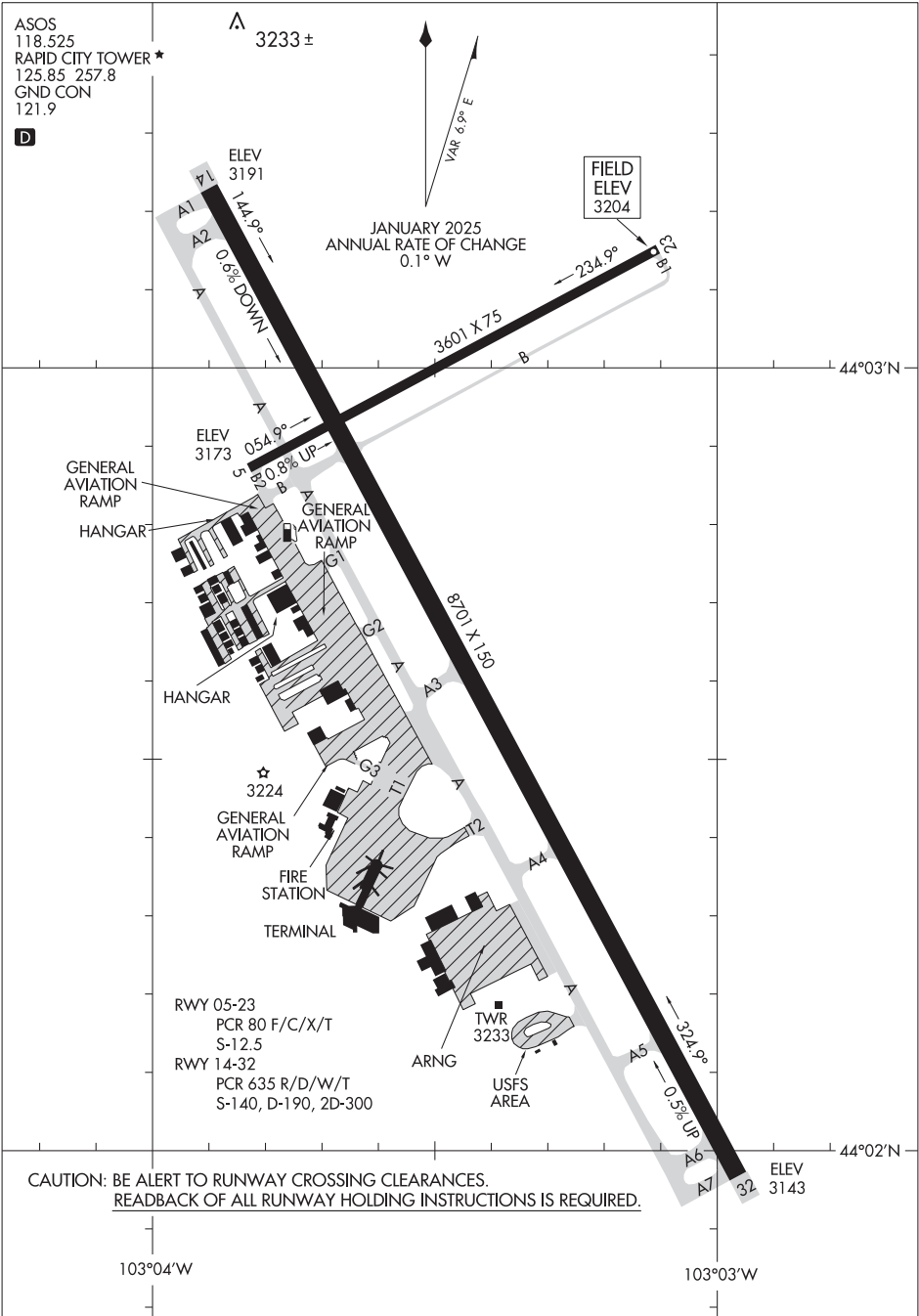
**MISSED APPROACH:** Climb to 5500 on RAP R-322 then left turn direct RAP VORTAC and hold. (TACAN aircraft continue on RAP R-142 to MUDDY/RAP 5 DME and hold SE, RT, 322° inbound.)

|                 |                                    |   |                  |                  |
|-----------------|------------------------------------|---|------------------|------------------|
| ASOS<br>118.525 | ELLSWORTH APP CON ★<br>119.5 259.1 | RAPID CITY TOWER ★<br>125.85 (CTAF) 0 257.8 | GND CON<br>121.9 | UNICOM<br>122.95 |
|-----------------|------------------------------------|---|------------------|------------------|



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 31

[USA]

ADF, DME required. RADAR required for entry at STC VOR/DME.

**MISSED APPROACH:** Climb to 2000, then climbing left turn to 3500 direct XCR NDB and hold. Continue climb in hold to 3500.

MILLER TOWER ★  
126.2 254.4

CLNC DEL  
**126.2**

Inoperative table does not apply to S-ILS or S-LOC CAT AB.


Procedure NA via V510 and V2  
northwest bound without holding  
at AXN VOR/DME. ATC  
clearance required.



Rwy 31 helicopter visibility reduction  
below  $\frac{3}{4}$  mile not authorized.

Procedure NA when  
R-4301 is active.

RIPLEY  
404 YCB

LOCALIZER 111.1  
I-RYM  
Chap 48

(IF)  
TODEE  
I-RYM 15.8 1562  
3300 

SAINT CLOUD  
112.1 STC    
Chan 58

|      |      |  |      |      |
|------|------|--|------|------|
| ELEV | 1150 |  | TDZE | 1146 |
|------|------|--|------|------|

VDP NA with Little Falls  
altimeter setting.

PEGGO  
I-RYM 7.5  
3300  
Remain within  
10 NM

Remain within  
10 NM

$$\frac{\text{GS } 3.00}{\text{TCH } 40}$$

| CATEGORY                                | A                     | B                     | C                       | D                      |
|---|-----------------------|-----------------------|-------------------------|------------------------|
| S-ILS 31                                |                       | 1396-1                | 250 (300-1)             |                        |
| S-LOC 31*                               |                       | 1580-1                | 434 (500-1)             |                        |
| <b>C</b> CIRCLING                       | 1640-1<br>490 (500-1) | 1660-1<br>510 (600-1) | 1720-1½<br>570 (600-1½) | 2080-3<br>930 (1000-3) |
| LITTLE FALLS ALTIMETER SETTING MINIMUMS |                       |                       |                         |                        |
| S-ILS 31                                |                       | 1420-1                | 274 (300-1)             |                        |
| S-LOC 31**                              | 1620-1                | 474 (500-1)           | 1620-1½                 | 474 (500-1½)           |
| <b>C</b> CIRCLING                       | 1680-1<br>530 (600-1) | 1700-1<br>550 (600-1) | 1760-1¾<br>610 (700-1¾) | 2120-3<br>970 (1000-3) |

HIRL Rwy 13-31 **L**

46°05'N-94°22'W

RAY S. MILLER AAF (KRYM)

ILS or LOC RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 13

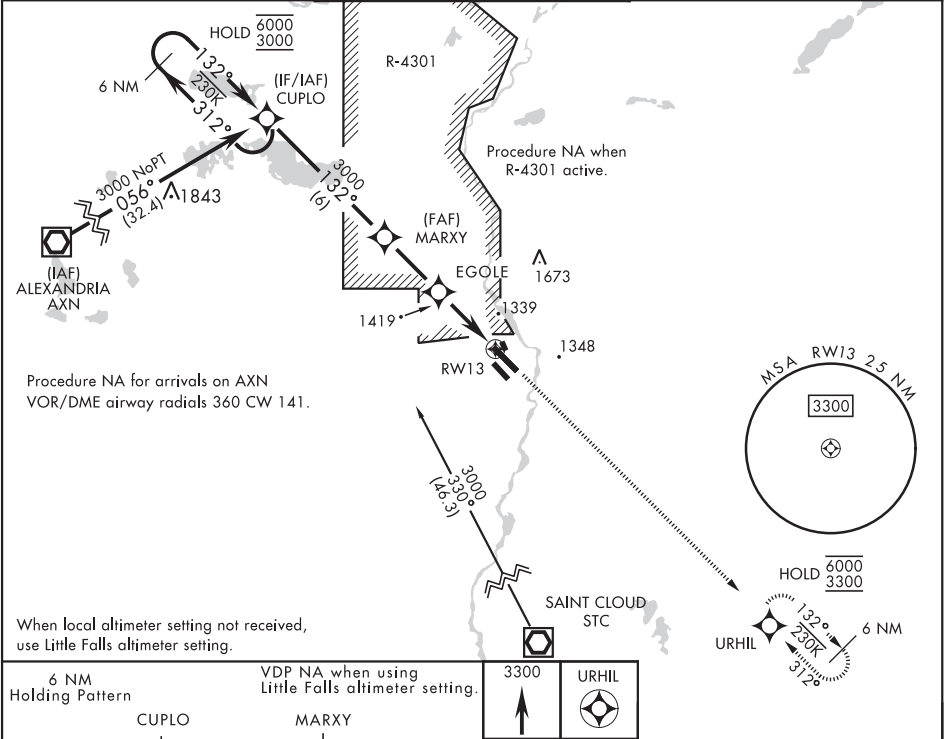
|          |           |      |
|----------|-----------|------|
| APCH CRS | Rwy Idg   | 6100 |
| 132°     | TDZE      | 1150 |
|          | Arpt Elev | 1150 |

[USA]

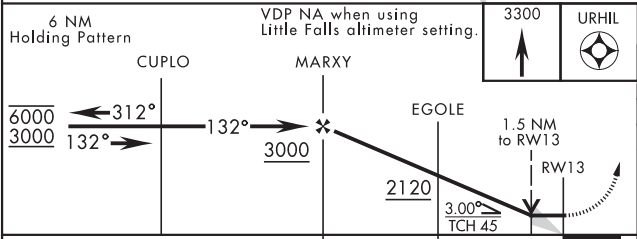
RAY S. MILLER AAF (KRYM)

|  |   |
|--|---|
| RNP APCH-GPS                                       | MISSED APPROACH: Climb to 3300 direct URHIL and hold. |
| RADAR required for procedure entry at STC VOR/DME. |   |
| <div>▼</div>                                       |   |

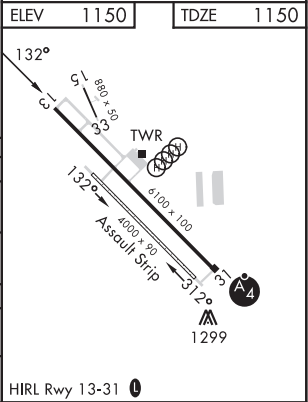
|                                    |                               |                   |
|------------------------------------|-------------------------------|-------------------|
| MINNEAPOLIS CENTER<br>118.05 239.0 | MILLER TOWER ★<br>126.2 254.4 | CLNC DEL<br>126.2 |
|------------------------------------|-------------------------------|-------------------|



When local altimeter setting not received, use Little Falls altimeter setting.



| CATEGORY                       | A      | B           | C                       | D                      |
|--------------------------------|--------|-------------|-------------------------|------------------------|
| LNVA MDA                       | 1680-1 | 530 (600-1) | 1680-1½                 | 530 (600-1½)           |
| CIRCLING                       | 1680-1 | 530 (600-1) | 1720-1½<br>570 (600-1½) | 2080-3<br>930 (1000-3) |
| LITTLE FALLS ALTIMETER SETTING |        |             |                         |                        |
| LNVA MDA                       | 1720-1 | 570 (600-1) | 1720-1½                 | 570 (600-1½)           |
| CIRCLING                       | 1720-1 | 570 (600-1) | 1760-1¾<br>610 (700-1¾) | 2120-3<br>970 (1000-3) |



RNAV (GPS) RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

CAMP RIPLEY, MINNESOTA

## RNAV (GPS) RWY 31

|          |           |      |
|----------|-----------|------|
| APCH CRS | Rwy Idg   | 6100 |
| 312°     | THRE      | 1146 |
|          | Arpt Elev | 1150 |

[USA]

RAY S. MILLER AAF (KRYM)

**T** \* When ALS inop, increase CAT D vis to 1¼ miles.

**A** NA DME/DME RNP-0.3 NA.

MALSF

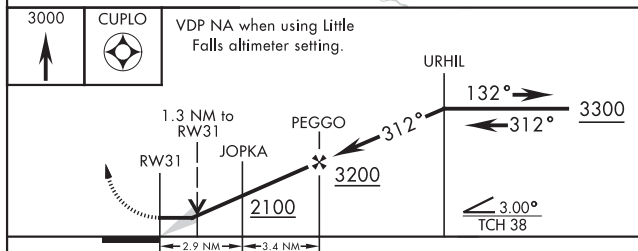
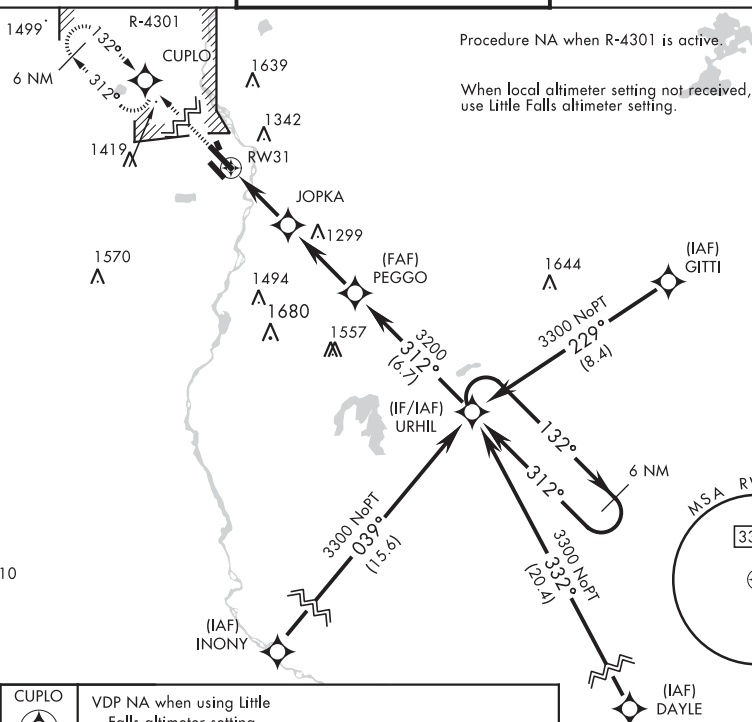


MISSED APPROACH: Climb to 3000 direct CUPLO and hold.

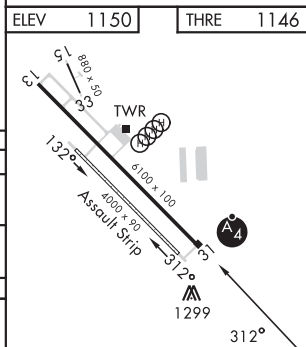
MINNEAPOLIS CENTER  
118.05 239.0

MILLER TOWER ★  
126.2 254.4

CLNC DEL  
126.2



| CATEGORY                       | A                  | B                    | C                    | D                   |
|--------------------------------|--------------------|----------------------|----------------------|---------------------|
| RNAV MDA *                     | 1580-¾ 434 (500-¾) | 1580-1 434 (500-1)   |                      |                     |
| <b>C</b> CIRCLING              | 1640-1 490 (500-1) | 1660-1 510 (600-1)   | 1720-1½ 570 (600-1½) | 2080-3 930 (1000-3) |
| LITTLE FALLS ALTIMETER SETTING |                    |                      |                      |                     |
| RNAV MDA *                     | 1620-¾ 474 (500-¾) | 1620-1½ 474 (500-1½) |                      |                     |
| <b>C</b> CIRCLING              | 1680-1 530 (600-1) | 1760-1¾ 610 (700-1¾) | 2120-3 970 (1000-3)  |                     |



CAMP RIPLEY, MINNESOTA

46°05'N-94°22'W

RAY S. MILLER AAF (KRYM)

Amdt 2A 19JUL18

## RNAV (GPS) RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

NDB RWY 31

NDB XCR

404

APCH CRS

301°

Rwy Ldg

6100

THRE

1146

Arpt Elev

1150

[USA]

RAY S. MILLER AAF (KRYM)

▼

\*Inop table does not apply to CAT AB. When ALS inop, increase CAT CD vis to 2 miles.

▲

\*\*Inop table does not apply to CAT A. When ALS inop, increase CAT B vis to 1¼ miles, CAT CD vis to 2 miles.

NA

NA

MALSF

A4

MISSED APPROACH: Climbing right turn to 3000 in XCR NDB holding pattern.

MINNEAPOLIS CENTER

118.05 239.0

TOWER ★

126.2 254.4

CLNC DEL

126.2

Rwy 31 helicopter visibility reduction below ¾ mile NA.

Procedure NA when R-4301 is active.

Procedure not authorized via V510 and V2 northwest bound without holding at AXN. ATC clearance required.

HOLD

6000

3500

044°

200K

224°

R-044

ALEXANDRIA

115.95 AXN

Chan 106Y

IAF

RIPLEY

404 XCR

SAINT CLOUD

112.1 STC

Chan 58

R-4301

1542

1359

1339

121°

230K

301°

076°

256°

121°

1409

3500

1692

When local altimeter setting not received, use Little Falls altimeter setting.

3000

XCR

NDB

2900

Remain within 10 NM

121°

2900

301°

CATEGORY

A

B

C

D

S-31\*

1860-1

714 (800-1)

1860-1¾

714 (800-1¾)

CIRCLING

1860-1

710 (800-1)

1860-2

710 (800-2)

2080-3

930 (1000-3)

LITTLE FALLS ALTIMETER SETTING MINIMUMS

S-31\*\*

1900-1

754 (800-1)

1900-1⅞

754 (800-1⅞)

CIRCLING

1900-1

750 (800-1)

1900-1¼

750 (800-1¼)

1900-2¼

750 (800-2¼)

2120-3

970 (1000-3)

HIRL Rwy 13-31

MSA

XCR 2.5 NM

3300

ELEV

1150

THRE

1146

6100 x 20

800 x 20

4000 x 90

6100 x 100

4000 x 90

Assault Strip

TWR

1299

301°

A4

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

CAMP RIPLEY, MINNESOTA

46° 05' N-94° 22' W

RAY S. MILLER AAF (KRYM)

Amdr 4 05OCT23

NDB RWY 31

503





|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56526</b><br><b>W09A</b> | APP CRS<br><b>091°</b> | Rwy Idg <b>5010</b><br>TDZE <b>778</b><br>Apt Elev <b>778</b> |
|--|------------------------|---|

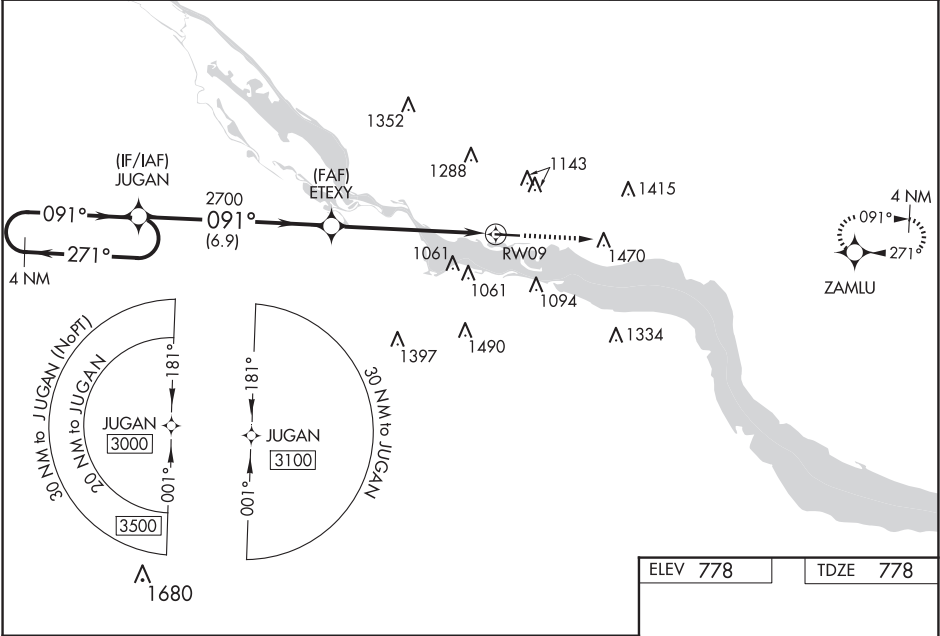
RNAV (GPS) RWY 9  
RED WING RGNL (RGK)

**⚠** Baro-VNAV NA when using South St. Paul altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. VDP NA with South St. Paul altimeter setting. When local altimeter setting not received, use South St. Paul altimeter setting; increase LPV DA to 1050 feet, LNAV/VNAV DA to 1232 feet, and visibility LNAV/VNAV 3/8 SM all Cats; increase all MDA 80 feet and visibility LNAV Cat B/C/D and Circling Cat B/C 1/4 SM. For inop MALSR, increase LNAV Cat C/D visibility 3/8 mile. For inop MALSR when using South St. Paul altimeter setting, increase LPV visibility 3/8 mile all Cats, LNAV/VNAV all Cats and LNAV Cat C/D visibility 3/8 mile.

MALSR

MISSED APPROACH:  
Climb to 3000 direct ZAMLU and hold.

|                         |  |                                  |
|-------------------------|--|----------------------------------|
| AWOS-3<br><b>119.25</b> | MINNEAPOLIS APP CON<br><b>121.2 335.65</b> | UNICOM<br><b>123.05 (CTAF) 0</b> |
|-------------------------|--|----------------------------------|



4 NM Holding Pattern

JUGAN

3000

GP 3.00° TCH 50

271°

091°

091°

2700

ETEXY

2700

\*1.4 NM to RW09

RW09

6.9 NM

4.5 NM

1.4

3000

ZAMLU

\*LNAV only

091° to RW09

5010 X 100

27

HIRL Rwy 9-27 0

|              |                        |                       |                               |                         |
|--------------|------------------------|-----------------------|-------------------------------|-------------------------|
| CATEGORY     | A                      | B                     | C                             | D                       |
| LPV DA       | 978-1/2                |                       | 200 (200-1/2)                 |                         |
| LNAV/VNAV DA | 1160-3/4               |                       | 382 (400-3/4)                 |                         |
| LNAV MDA     | 1260-1/2 482 (500-1/2) |                       | 1260-1 482 (500-1)            |                         |
| CIRCLING     | 1480-1<br>702 (800-1)  | 1520-1<br>742 (800-1) | 1640-2 1/2<br>862 (900-2 1/2) | 1780-3<br>1002 (1100-3) |

RED WING, MINNESOTA

AL-6662 (FAA)

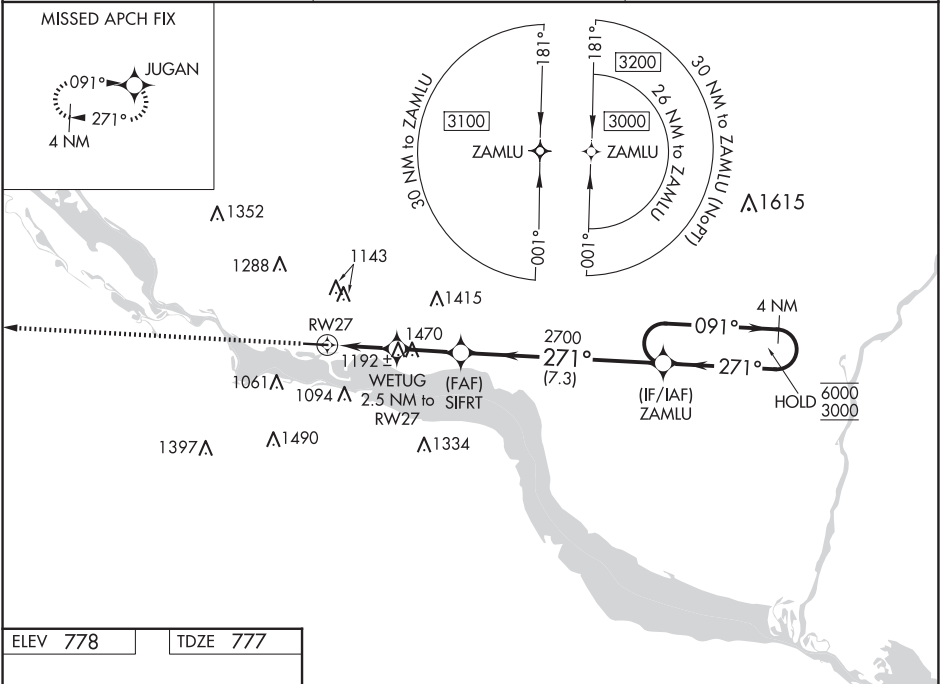
25163

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>99547</b><br><b>W27A</b> | APP CRS<br><b>271°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>5010</b><br><b>777</b><br><b>778</b> |
|--|------------------------|-----------------------------|---|

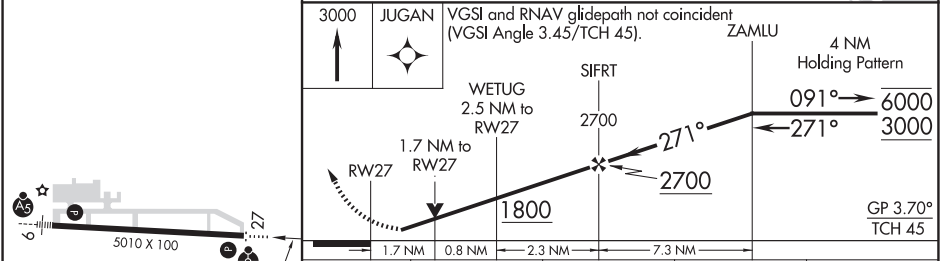
RNAV (GPS) RWY 27  
RED WING RGNL (RGK)

|   |            |   |
|---|------------|---|
| RNP APCH - GPS.<br>⚠ Circling Rwy 9 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 27 helicopter visibility reduction below ¾ SM NA. | ODALS<br>⚠ | MISSED APPROACH: Climb to 3000 direct JUGAN and hold. |
|---|------------|---|

|                         |  |                                  |
|-------------------------|--|----------------------------------|
| AWOS-3<br><b>119.25</b> | MINNEAPOLIS APP CON<br><b>121.2 335.65</b> | UNICOM<br><b>123.05 (CTAF) 0</b> |
|-------------------------|--|----------------------------------|



|                 |                 |
|-----------------|-----------------|
| ELEV <b>778</b> | TDZE <b>777</b> |
|-----------------|-----------------|



| CATEGORY     | A                    | B                  | C                    | D  |
|--------------|----------------------|--------------------|----------------------|----|
| LPV DA       | 1046-¾ 269 (300-¾)   |                    | 1077-¾ 300 (300-¾)   | NA |
| LNAV/VNAV DA | 1460-1⅞ 683 (700-1⅞) |                    |                      | NA |
| LNAV MDA     | 1460-¾ 683 (700-¾)   |                    | 1460-1⅞ 683 (700-1⅞) | NA |
| CIRCLING     | 1480-1 702 (800-1)   | 1520-1 742 (800-1) | 1640-2½ 862 (900-2½) | NA |

RED WING, MINNESOTA  
Amdt 3 12JUN25

44°35'N-92°29'W

RED WING RGNL (RGK)  
RNAV (GPS) RWY 27

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>86610</b><br><b>W30A</b> | APP CRS<br><b>304°</b> | Rwy Idg<br>TDZE <b>1024</b><br>Apt Elev <b>1024</b> | <b>4001</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 30

REDWOOD FALLS MUNI (RWF')

RNP APCH - GPS.

▼

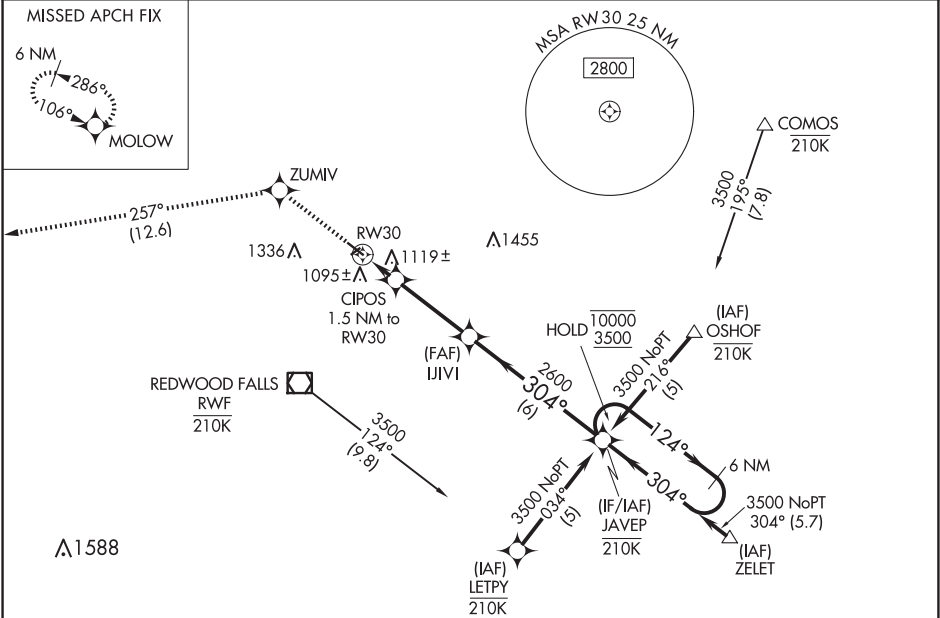
Circling Rwy 5, 12 and 23 NA at night. For uncompensated

⚠

Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 3800 direct ZUMIV and on track 257° to MOLOW and hold.

|                        |  |                                 |
|------------------------|--|---------------------------------|
| ASOS<br><b>126.575</b> | MINNEAPOLIS CENTER<br><b>127.1 290.2</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|------------------------|--|---------------------------------|

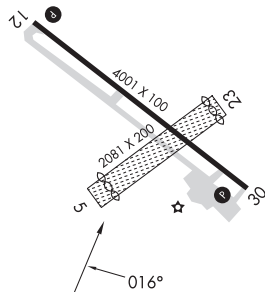
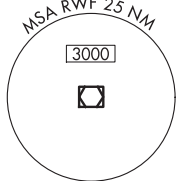


|           |           |   |                      |                    |                    |
|-----------|-----------|---|----------------------|--------------------|--------------------|
| ELEV 1024 | TDZE 1024 |   |                      |                    |                    |
|           |           | 3800  | ZUMIV                | tr 257°            | MOLOW              |
|           |           | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 37). |                      |                    |                    |
|           |           | JAVEP 6 NM Holding Pattern  |                      |                    |                    |
|           |           | GP 3.00° TCH 45   |                      |                    |                    |
|           |           | RW30 1.5 NM to RW30   |                      |                    |                    |
|           |           | 1.5 NM 3.3 NM 6 NM  |                      |                    |                    |
|           |           | CATEGORY  | A                    | B                  | C                  |
|           |           | LPV DA  | 1274-¾ 250 (300-¾)   |                    |                    |
|           |           | LNAV/VNAV DA  | 1420-1½ 396 (400-1½) |                    |                    |
|           |           | LNAV MDA  | 1380-1 356 (400-1)   |                    |                    |
|           |           | CIRCLING  | 1480-1 456 (500-1)   | 1660-1 636 (700-1) | 1700-2 676 (700-2) |

VOR-A  
REDWOOD FALLS MUNI (RWF)

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 2600 direct RWF VOR/DME and hold.

UNICOM  
123.0 (CTAF) **L**



| CATEGORY | A           | B           | C           | D             | FAF to MAP 5 NM |      |      |      |      |      |
|----------|-------------|-------------|-------------|---------------|-----------------|------|------|------|------|------|
| CIRCLING | 1540-1      | 1660-1      | 1700-2      | 1700-2 ¼      | Knots           | 60   | 90   | 120  | 150  | 180  |
|          | 516 (600-1) | 636 (700-1) | 676 (700-2) | 676 (700-2 ¼) | Min:Sec         | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

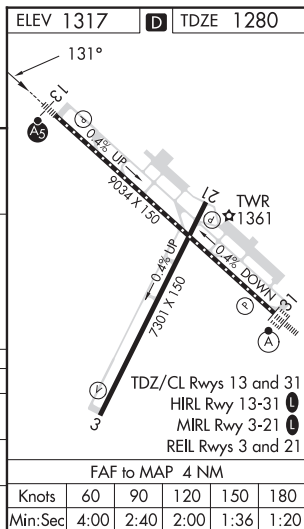
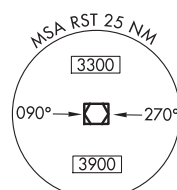
REDWOOD FALLS MUNI (RWF)  
VOR-A


NC-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 13  
ROCHESTER INTL (RST)



**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 direct RST VOR/DME and hold.

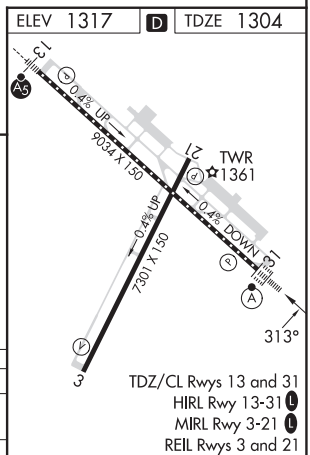
UNICOM  
122.95

| CATEGORY  | A                     | B                     | C                       | D                     |
|---|-----------------------|-----------------------|-------------------------|-----------------------|
| S-ILS 13  | 1480/18 200 (200-½)   |                       |                         |                       |
| S-LOC 13  | 1680/24 400 (400-½)   |                       | 1680/35 400 (400-⅝)     |                       |
|  CIRCULING | 1720-1<br>403 (500-1) | 1780-1<br>463 (500-1) | 1900-1½<br>583 (600-1½) | 1900-2<br>583 (600-2) |

NC-1, 12 JUN 2025 to 07 AUG 2025

ILS Z or LOC Z RWY 31  
ROCHESTER INTL (RST)

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct RST VOR/DME and hold.

UNICOM  
122.95

| FAF to MAP 4.5 NM |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

ROCHESTER INTL (RST)

ILS Z or LOC Z RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025



ROCHESTER, MINNESOTA

AL-5041 (FAA)

24193

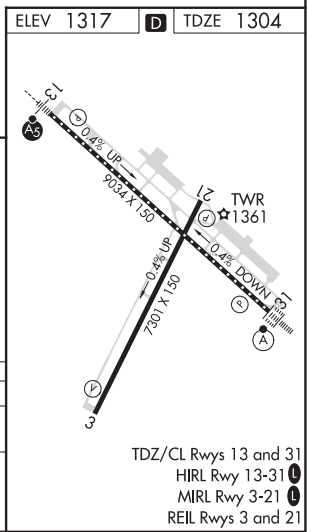
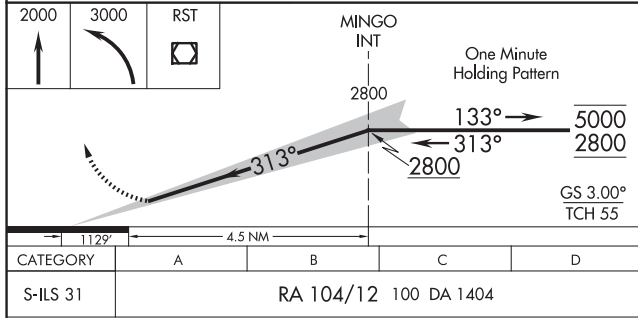
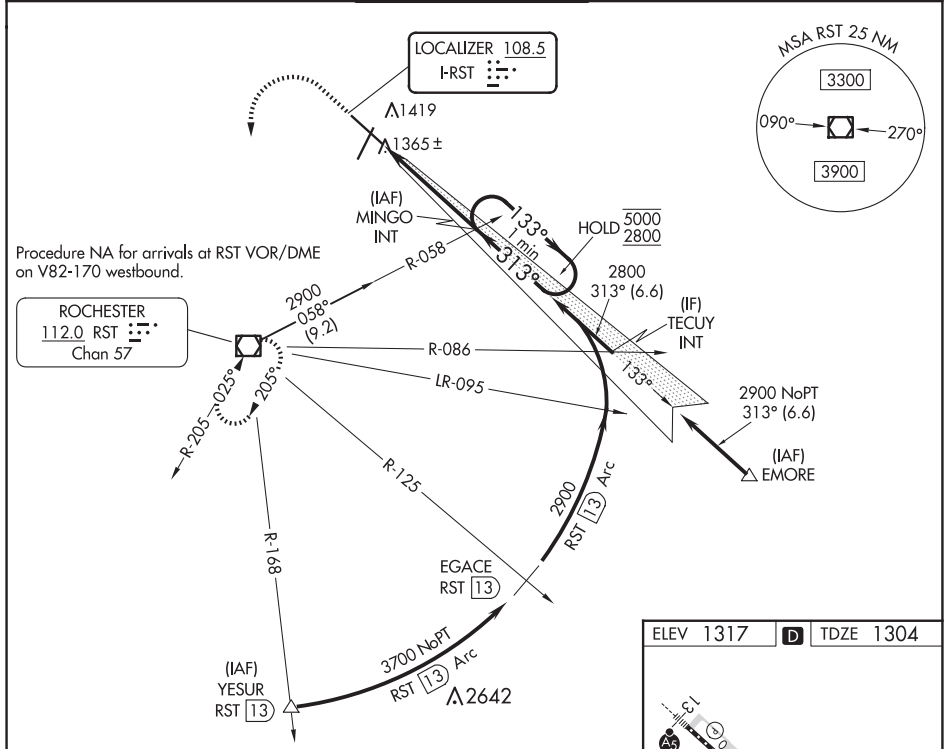
|                           |                        |   |
|---------------------------|------------------------|---|
| LOC I-RST<br><b>108.5</b> | APP CRS<br><b>313°</b> | Rwy Idg <b>9033</b><br>TDZE <b>1304</b><br>Apt Elev <b>1317</b> |
|---------------------------|------------------------|---|

# ILS Z RWY 31 (CAT II)

ROCHESTER INTL (RST)

|  |                                 |         |   |
|--|---------------------------------|---------|---|
| DME required for procedure entry at YESUR. |                                 | ALSIF-2 | MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct RST VOR/DME and hold. |
| ASR  | Procedure NA when tower closed. |         |   |

|                      |  |   |                         |                         |
|----------------------|--|---|-------------------------|-------------------------|
| ATIS<br><b>120.5</b> | ROCHESTER APP CON*<br><b>119.8 251.125</b> | ROCHESTER TOWER*<br><b>118.3 (CTAF) 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|----------------------|--|---|-------------------------|-------------------------|



## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ROCHESTER, MINNESOTA  
Amdt 24 11JUL24

43°54'N-92°30'W

ROCHESTER INTL (RST)  
ILS Z RWY 31 (CAT II)

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

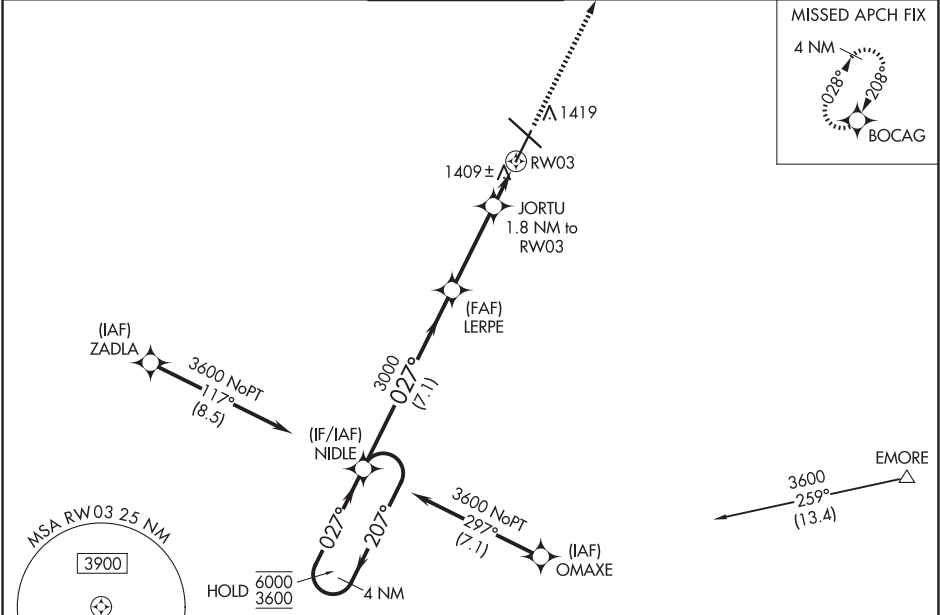


|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>69621</b><br><b>W03A</b> | APP CRS<br><b>027°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7300</b><br><b>1317</b><br><b>1317</b> |
|--|------------------------|-----------------------------|---|

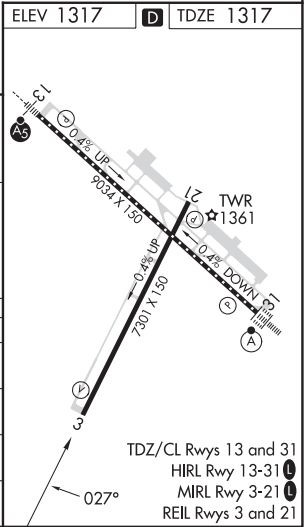
RNAV (GPS) RWY 3  
ROCHESTER INTL (RST)

|                 |  |   |  |
|-----------------|--|---|--|
| RNP APCH - GPS. |  | MISSED APPROACH: Climb to 3400 direct BOCAG and hold, continue climb-in-hold to 4800. |  |
| ASR             | For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C. |   |  |

|                      |   |  |                         |                         |
|----------------------|---|--|-------------------------|-------------------------|
| ATIS<br><b>120.5</b> | ROCHESTER APP CON ★<br><b>119.8 251.125</b> | ROCHESTER TOWER ★<br><b>118.3 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|----------------------|---|--|-------------------------|-------------------------|



|               |     |             |             |              |             |
|---------------|-----|-------------|-------------|--------------|-------------|
| CATEGORY      |     | A           | B           | C            | D           |
| LPV           | DA  | 1567-1      |             | 250 (300-1)  |             |
| LNAV/<br>VNAV | DA  | 1592-1      |             | 275 (300-1)  |             |
| LNAV          | MDA | 1660-1      |             | 343 (400-1)  |             |
| CIRCLING      |     | 1720-1      | 1780-1      | 1900-1½      | 1900-2      |
|               |     | 403 (500-1) | 463 (500-1) | 583 (600-1½) | 583 (600-2) |



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

ROCHESTER, MINNESOTA

AL-5041 (FAA)

24193

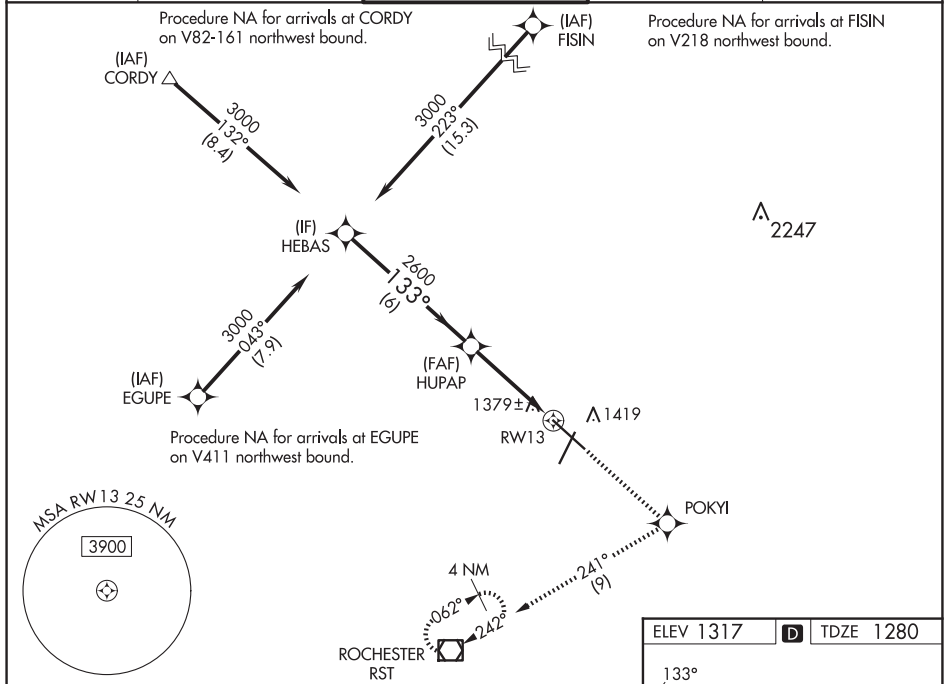
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>90202</b><br><b>W13A</b> | APP CRS<br><b>133°</b> | Rwy Idg <b>9033</b><br>TDZE <b>1280</b><br>Apt Elev <b>1317</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 13

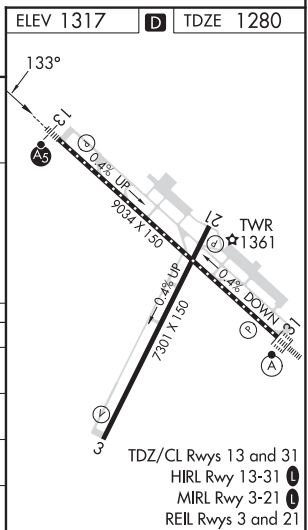
ROCHESTER INTL (RST)

|                 |  |  |
|-----------------|--|--|
| RNP APCH - GPS. | MALSR  | MISSED APPROACH: Climb to 2900 direct POKYI and on track 241° to RST VOR/DME and hold. |
| ASR             | For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to RVR 5500. |  |

|                      |  |   |                         |                         |
|----------------------|--|---|-------------------------|-------------------------|
| ATIS<br><b>120.5</b> | ROCHESTER APP CON★<br><b>119.8 251.125</b> | ROCHESTER TOWER★<br><b>118.3 (CTAF) 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|----------------------|--|---|-------------------------|-------------------------|



|  |                     |             |              |             |
|--|---------------------|-------------|--------------|-------------|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53). |                     |             |              |             |
| HEBAS  | HUPAP               | POKYI       | RST          |             |
| 3000   | 2600                | 2900        | tr 241°      |             |
| GP 3.00° TCH 53  | 1 NM to RW13        |             |              |             |
| 6 NM   | 3 NM                | 1 NM        |              |             |
| CATEGORY   | A                   | B           | C            | D           |
| LPV DA   | 1530/18 250 (300-½) |             |              |             |
| LNAV/VNAV DA   | 1679/50 399 (400-1) |             |              |             |
| LNAV MDA   | 1640/24             | 360 (400-½) | 1640/30      | 1640/50     |
|  |                     |             | 360 (400-¾)  | 360 (400-1) |
| CIRCLING   | 1720-1              | 1780-1      | 1900-1½      | 1900-2      |
|  | 403 (500-1)         | 463 (500-1) | 583 (600-1½) | 583 (600-2) |



ROCHESTER, MINNESOTA  
Amdt 1C 08SEP22

43°54'N-92°30'W

# RNAV (GPS) RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025

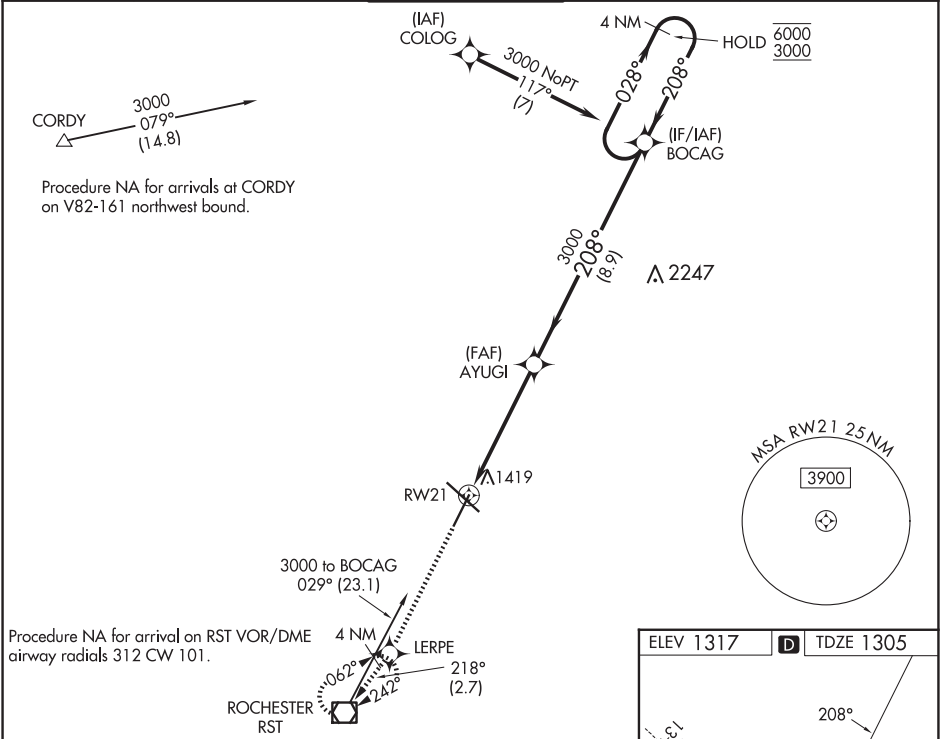
NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>57922</b><br><b>W21A</b> | APP CRS<br><b>208°</b> | Rwy Idg <b>7300</b><br>TDZE <b>1305</b><br>Apt Elev <b>1317</b> |
|--|------------------------|---|

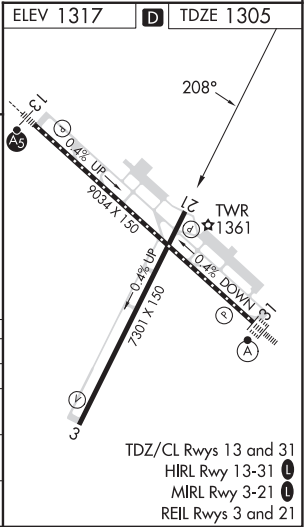
RNAV (GPS) RWY 21

ROCHESTER INTL (RST)

|                      |  |  |                         |                         |
|----------------------|--|--|-------------------------|-------------------------|
| RNP APCH - GPS.      |  | MISSED APPROACH: Climb to 3000 direct LERPE and on track 218° to RST VOR/DME and hold. |                         |                         |
| ASR                  | For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C. |  |                         |                         |
| ATIS<br><b>120.5</b> | ROCHESTER APP CON ★<br><b>119.8 251.125</b>                                  | ROCHESTER TOWER ★<br><b>118.3 (CTAF) 0 257.8</b>                                       | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |



|                |                       |                       |                         |                       |       |                      |
|----------------|-----------------------|-----------------------|-------------------------|-----------------------|-------|----------------------|
| 3000           | LERPE                 | tr 218°               | RST                     | AYUGI                 | BOCAG | 4 NM Holding Pattern |
| 1.1 NM to RW21 | 1.1 NM                | 4.2 NM                | 8.9 NM                  |                       |       |                      |
| CATEGORY       | A                     | B                     | C                       | D                     |       |                      |
| LPV DA         |                       | 1555-1                | 250 (300-1)             |                       |       |                      |
| LNAV/VNAV DA   |                       | 1603-1                | 298 (300-1)             |                       |       |                      |
| LNAV MDA       |                       | 1680-1                | 375 (400-1)             |                       |       |                      |
| CIRCLING       | 1720-1<br>403 (500-1) | 1780-1<br>463 (500-1) | 1900-1½<br>583 (600-1½) | 1900-2<br>583 (600-2) |       |                      |



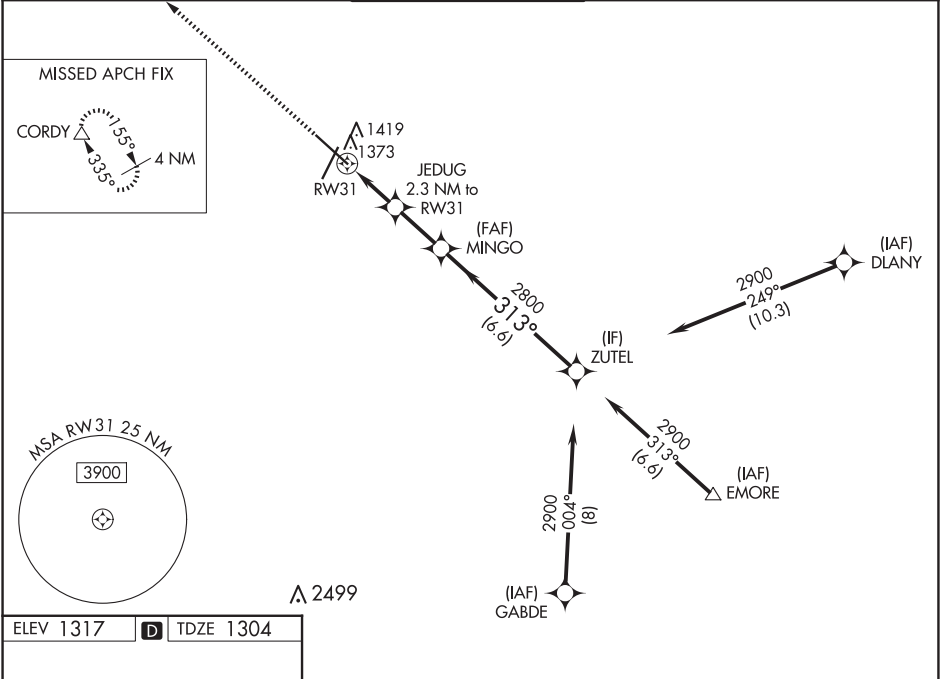
|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>49028</b><br><b>W31A</b> | APP CRS<br><b>313°</b> | Rwy Idg<br>TDZE <b>1304</b><br>Apt Elev <b>1317</b> | <b>9033</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 31

ROCHESTER INTL (RST)

|  |        |   |
|--|--------|---|
| RNP APCH - GPS.  | ALSF-2 | MISSED APPROACH: Climb to 3000 direct CORDY and hold. |
| 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. |        |   |

|                      |  |   |                         |                         |
|----------------------|--|---|-------------------------|-------------------------|
| ATIS<br><b>120.5</b> | ROCHESTER APP CON*<br><b>119.8 251.125</b> | ROCHESTER TOWER*<br><b>118.3 (CTAF) 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|----------------------|--|---|-------------------------|-------------------------|



|   |                       |                       |                         |                       |       |
|---|-----------------------|-----------------------|-------------------------|-----------------------|-------|
| 3000  | CORDY                 |                       |                         |                       | ZUTEL |
|   |                       |                       |                         |                       |       |
|   |                       |                       |                         |                       |       |
| RW31 0.9 NM to RW31 2.3 NM to JEDUG 2800 MINGO 2900 ZUTEL<br>2100 2800 313°<br>GP 3.00°<br>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<br>403 (500-1) | 1780-1<br>463 (500-1) | 1900-1½<br>583 (600-1½) | 1900-2<br>583 (600-2) |       |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

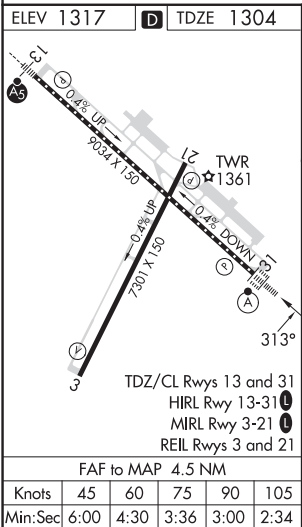
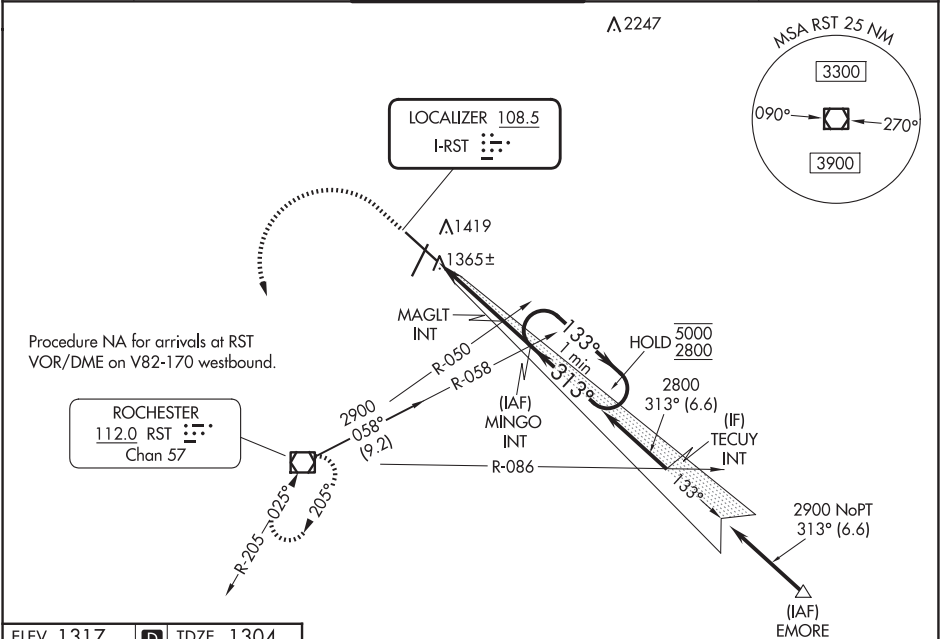
|           |         |          |      |
|-----------|---------|----------|------|
| LOC I-RST | APP CRS | Rwy Idg  | 9033 |
| 108.5     | 313°    | TDZE     | 1304 |
|           |         | Apt Elev | 1317 |

COPTER ILS Y or LOC Y RWY 31

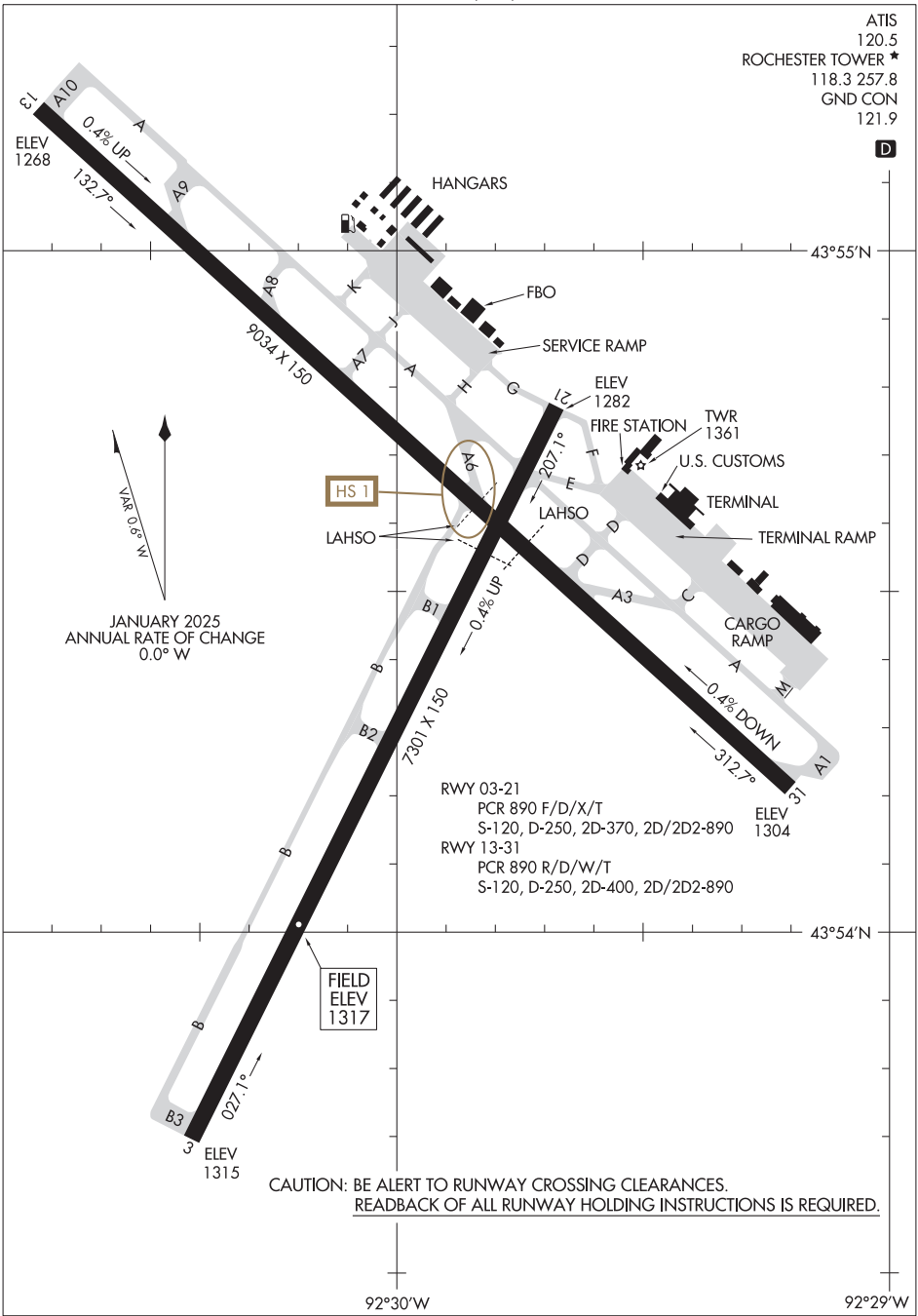
ROCHESTER INTL (RST)

|  |   |         |   |
|--|---|---------|---|
| RADAR required for procedure entry at EMORE. |   | ALSIF-2 | MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct RST VOR/DME and hold. |
| ASR  | For inop ALS increase visibility to RVR 5000. |         |   |

|       |                    |                    |         |        |
|-------|--------------------|--------------------|---------|--------|
| ATIS  | ROCHESTER APP CON* | ROCHESTER TOWER*   | GND CON | UNICOM |
| 120.5 | 119.8 251.125      | 118.3 (CTAF) 257.8 | 121.9   | 122.95 |



|                     |  |                     |  |           |  |                            |  |  |  |  |  |
|---------------------|--|---------------------|--|-----------|--|----------------------------|--|--|--|--|--|
| ELEV 1317 TDZE 1304 |  | 2000 3000 RST       |  | MINGO INT |  | One Minute Holding Pattern |  |  |  |  |  |
|                     |  |                     |  | 2800      |  | 133° → 5000<br>← 313° 2800 |  |  |  |  |  |
| 2380                |  | 313°                |  | 2800      |  | GS 3.00°<br>TCH 55         |  |  |  |  |  |
| 3.2 NM              |  | 1.3 NM              |  |           |  |                            |  |  |  |  |  |
| CATEGORY            |  | COPTER              |  |           |  |                            |  |  |  |  |  |
| H-ILS 31            |  | 1504/12 200 (200-¼) |  |           |  |                            |  |  |  |  |  |
| H-LOC 31            |  | 1620/12 316 (400-¼) |  |           |  |                            |  |  |  |  |  |



NC-1, 12 JUN 2025 to 07 AUG 2025

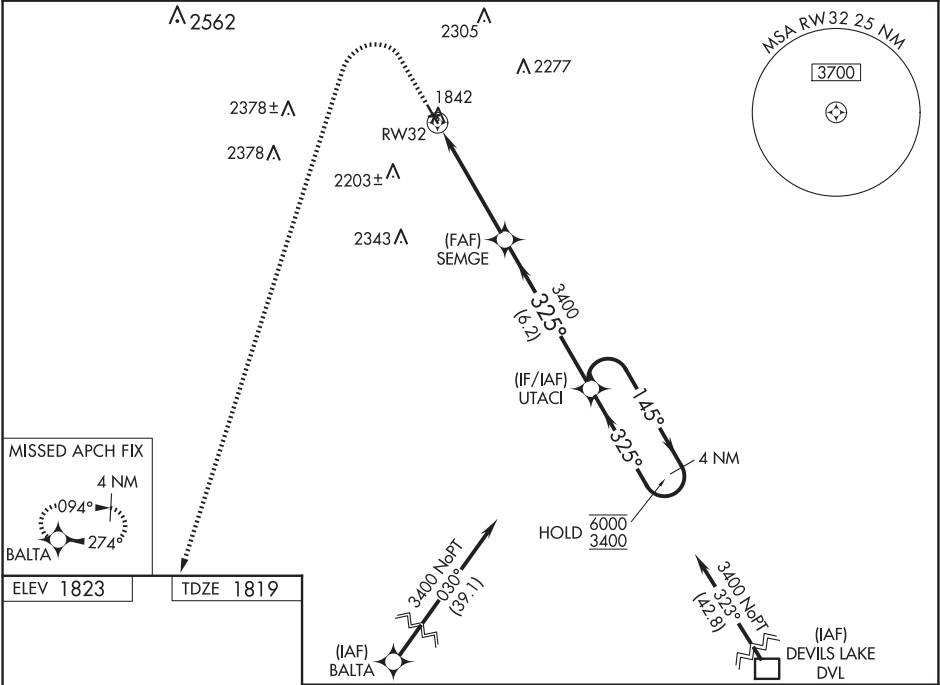
NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>81834</b><br><b>W32A</b> | APP CRS<br><b>325°</b> | Rwy Idg<br>TDZE <b>1819</b><br>Apt Elev <b>1823</b> |
|--|------------------------|---|

RNAV (GPS) RWY 32  
ROLLA MUNI/LEONARD KRECH FLD (Ø6D)

|   |   |
|---|---|
| RNP APCH - GPS.<br>Circling NA to Rwys 7 and 25. Circling Rwy 14 NA at night. Baro-VNAV and VDP NA when using Cando Muni altimeter setting. Rwy 32 helicopter visibility reduction below ¼ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use Cando altimeter setting: increase LPV DA to 2183 feet; increase LNAV/VNAV DA to 2286 feet and all visibilities ¾ SM; increase all MDAs 120 feet and LNAV visibility Cat C/D ¾ SM, and Circling visibility Cat C/D ½ SM. | MISSED APPROACH: Climb to 2300 then climbing left turn to 3800 direct BALTA and hold. |
|---|---|

|                          |  |  |
|--------------------------|--|--|
| AWOS-3<br><b>118.125</b> | MINNEAPOLIS CENTER<br><b>127.6 279.6</b> | UNICOM<br><b>122.8</b> [CTAF] <b>Ø</b> |
|--------------------------|--|--|



|  |             |                         |
|--|-------------|-------------------------|
| ELEV 1823  | TDZE 1819   | MIRL Rwy 14-32 <b>Ø</b> |
| 3200   | 3800        | BALTA                   |
| VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 27). |             |                         |
| SEMGE  |             |                         |
| UTACI  |             |                         |
| 4 NM Holding Pattern   |             |                         |
| 1.3 NM to RW32   |             |                         |
| RW32   |             |                         |
| 1.3 NM   |             |                         |
| 3.5 NM   |             |                         |
| 6.2 NM   |             |                         |
| CATEGORY   | A           | B                       |
| LPV DA   | 2069-1      | 250 (300-1)             |
| LNAV/VNAV DA   | 2162-1      | 343 (400-1)             |
| LNAV MDA   | 2260-1      | 441 (500-1)             |
| CIRCLING   | 2260-1      | 2340-1                  |
|  | 437 (500-1) | 517 (600-1)             |
|  | 2560-2      | 2700-2¾                 |
|  | 737 (800-2) | 877 (900-2¾)            |

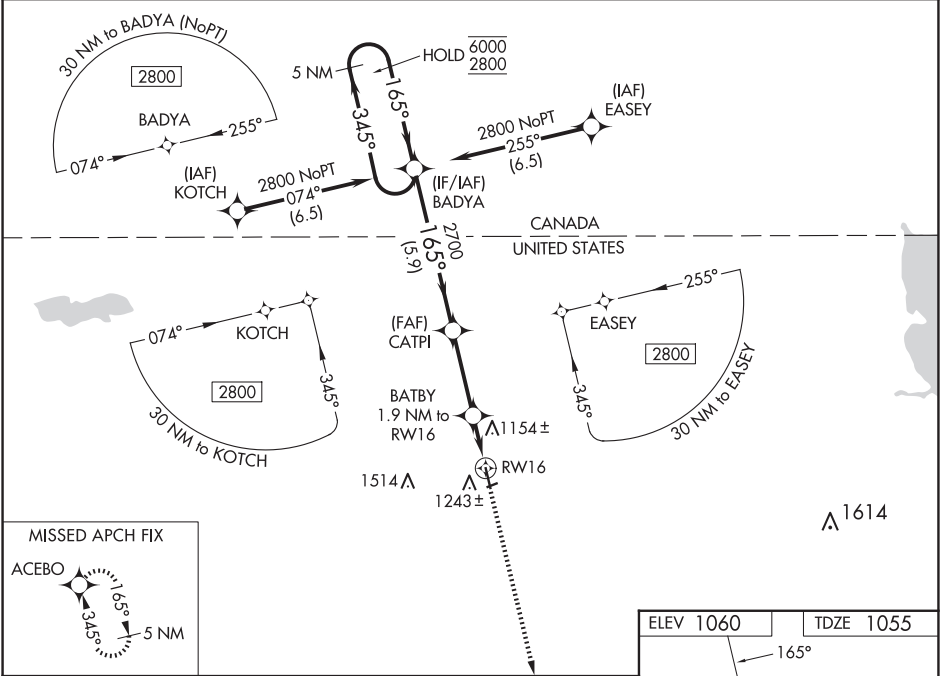
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>56304</b><br><b>W16A</b> | APP CRS<br><b>165°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4400</b><br><b>1055</b><br><b>1060</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 16

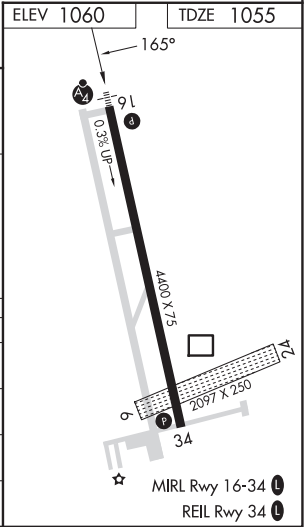
ROSEAU MUNI/RUDY BILLBERG FLD (ROX)

|  |           |  |
|--|-----------|--|
| RNP APCH - GPS.<br>⚠ Circling NA to Rwy 6 and 24. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility to 7/8 SM. Inop table does not apply to LPV all Cnts. | MALSF<br> | MISSED APPROACH: Climb to 2800<br>direct ACEBO and hold. |
|--|-----------|--|

|                          |   |                               |
|--------------------------|---|-------------------------------|
| AWOS-3<br><b>118.075</b> | MINNEAPOLIS CENTER<br><b>134.75 251.1</b> | UNICOM<br><b>122.8</b> (CTAF) |
|--------------------------|---|-------------------------------|



|                          |        |              |                               |
|--------------------------|--------|--------------|-------------------------------|
| MISSED APCH FIX<br>ACEBO |        | 5 NM         |                               |
| 5 NM Holding Pattern     |        | BADYA        |                               |
| 6000<br>2800             |        | 345°<br>165° |                               |
| GP 3.00°<br>TCH 44       |        | CATPI        |                               |
| 2700                     |        | 1700         |                               |
| 5.9 NM                   |        | 3.1 NM       |                               |
| 0.9 NM                   |        | 1 NM         |                               |
| 2800                     |        | ACEBO        |                               |
| BATBY 1.9 NM to RW16     |        | 1 NM to RW16 |                               |
| RW16                     |        |              |                               |
| CATEGORY                 | A      | B            | C                             |
| LPV DA                   |        | 1255-3/4     | 200 (200-3/4)                 |
| LNAV/VNAV DA             |        | 1330-3/4     | 275 (300-3/4)                 |
| LNAV MDA                 |        | 1420-3/4     | 365 (400-3/4)                 |
| CIRCLING                 | 1600-1 | 540 (600-1)  | 1840-2 1/4<br>780 (800-2 1/4) |





|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99404</b><br><b>W34A</b> | APP CRS<br><b>345°</b> | Rwy Idg <b>4400</b><br>TDZE <b>1060</b><br>Apt Elev <b>1060</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 34**  
ROSEAU MUNI/RUDY BILLBERG FLD (ROX)

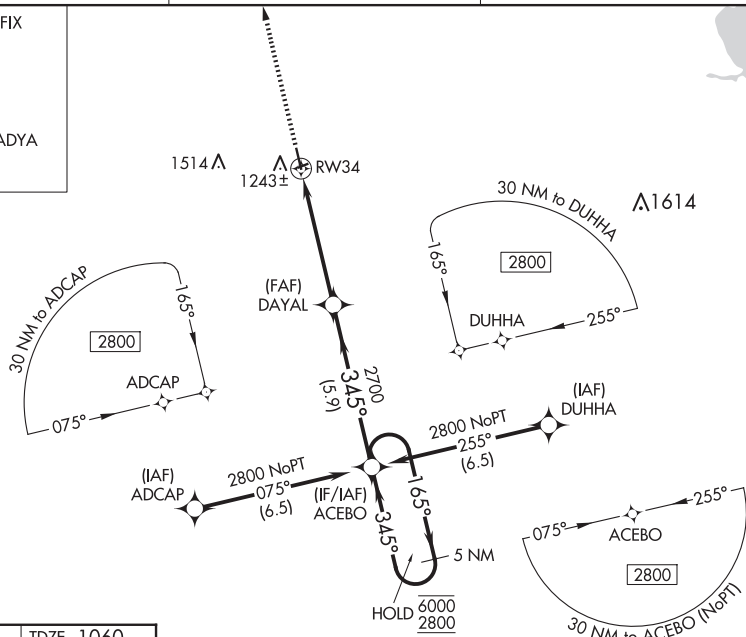
RNP APCH - GPS.

**T** Circling NA to Rwy 6 and 24. Rwy 34 helicopter visibility  
**A** reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV  
systems, LNAV/VNAV NA below -17°C or above 54°C.

**MISSED APPROACH:** Climb to 2800 direct BADYA and hold.

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>118.075</b> | MINNEAPOLIS CENTER<br><b>134.75 251.1</b> | UNICOM<br><b>122.8 (CTAF) ①</b> |
|--------------------------|---|---------------------------------|

MISSED APCH FIX



|           |           |
|-----------|-----------|
| ELEV 1060 | TDZE 1060 |
|-----------|-----------|

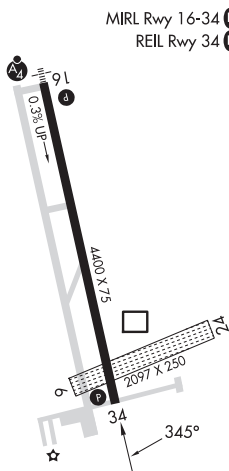
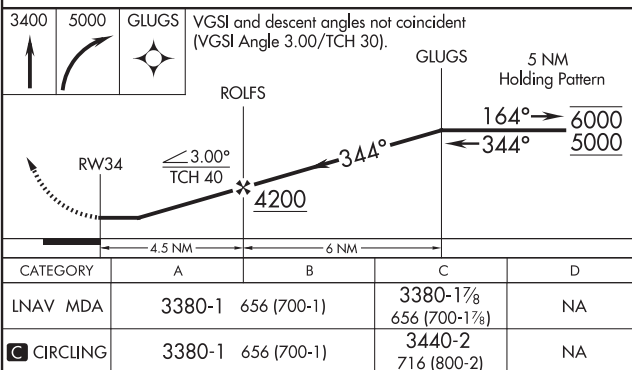
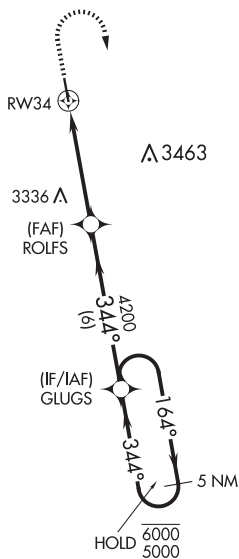


Diagram illustrating the 2800 MDA holding pattern. The pattern is a 5 NM holding pattern with a 165° outbound leg and a 345° inbound leg. The pattern is centered on the DAYAL VORTAC (2700). The pattern is located 1.5 NM to the right of the RW34 runway. The pattern is located 1.5 NM from the DAYAL VORTAC, 3.5 NM from the RW34 runway, and 5.9 NM from the ACEBO VORTAC. The diagram shows the 2800 MDA holding pattern, the 2700 MDA holding pattern, and the 2700 MDA holding pattern. The diagram also shows the 2800 MDA holding pattern, the 2700 MDA holding pattern, and the 2700 MDA holding pattern.

RNAV (GPS) RWY 34

RNAV (GPS) RWY 34  
ROSEBUD SIOUX TRIBAL (SUO)

MISSED APPROACH: Climb to 3400 then climbing right turn to 5000 direct GLUGS and hold.

CTAF  
122.9 L

ROSEBUD SIOUX TRIBAL (STO)  
RNAV (GPS) RWY 34

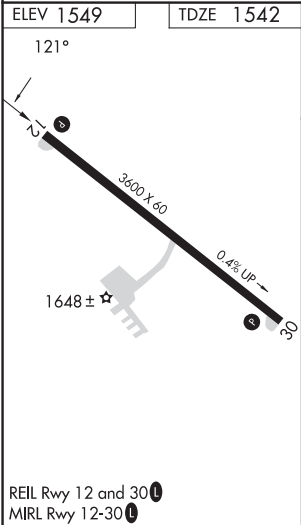
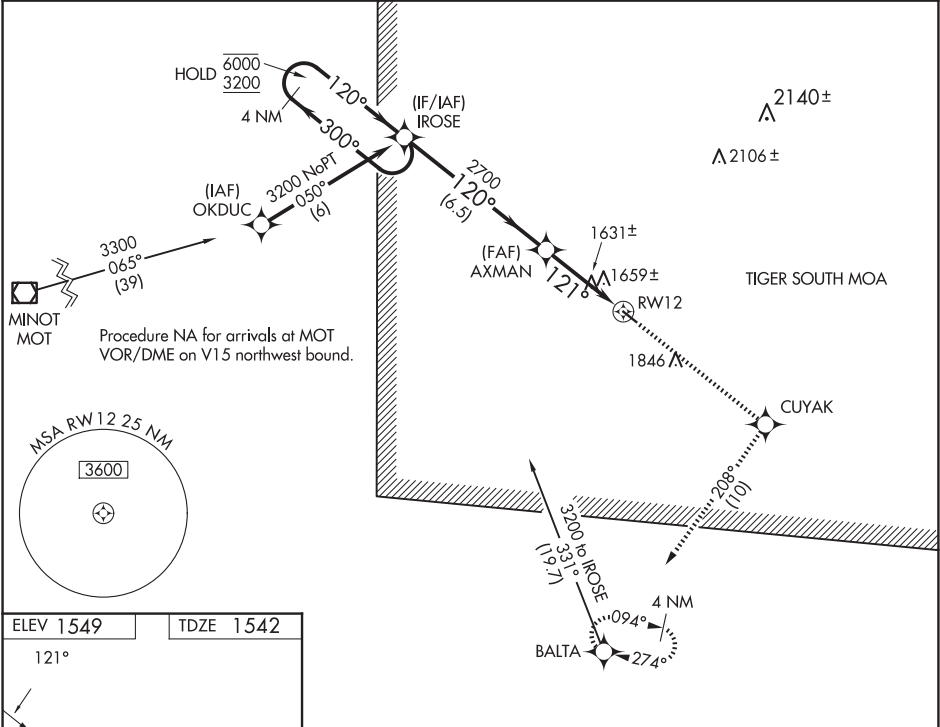
NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>58124</b><br><b>W12A</b> | APP CRS<br><b>121°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3600</b><br><b>1542</b><br><b>1549</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 12  
RUGBY MUNI (RUG)

|                |  |
|----------------|--|
| RNP APCH.<br>▼ | MISSED APPROACH: Climb to 3600 direct CUYAK and on track 208° to BALTA and hold. |
|----------------|--|

|                          |  |                                 |
|--------------------------|--|---------------------------------|
| AWOS-3<br><b>118.475</b> | MINNEAPOLIS CENTER<br><b>127.6 279.6</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|--|---------------------------------|



|                             |                       |                       |                         |
|-----------------------------|-----------------------|-----------------------|-------------------------|
| Visual Segment - Obstacles. |                       |                       |                         |
| 4 NM Holding Pattern        | IROSE                 | 3600                  | CUYAK                   |
| 6000 ← 300°                 | 120° →                | AXMAN                 | tr 208°                 |
| 3200                        | 120°                  | 2700                  | 121°                    |
| 6.5 NM                      |                       | 2.4 NM                | 1.1                     |
| CATEGORY                    | A                     | B                     | C                       |
| LP MDA                      | 1900-1                | 358 (400-1)           | NA                      |
| LNAV MDA                    | 1920-1                | 378 (400-1)           | NA                      |
| CIRCLING                    | 2080-1<br>531 (600-1) | 2160-1<br>611 (700-1) | 2160-1¾<br>611 (700-1¾) |

NC-1, 12 JUN 2025 to 07 AUG 2025

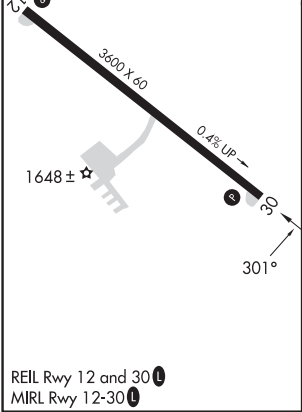
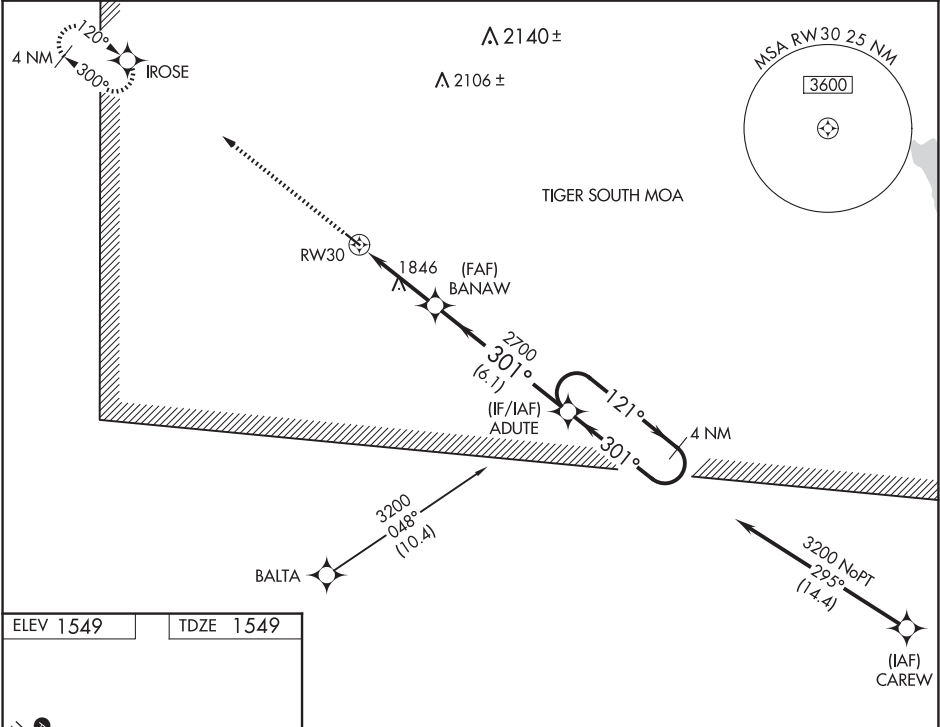
NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99524</b><br><b>W30A</b> | APP CRS<br><b>301°</b> | Rwy Idg<br>TDZE <b>1549</b><br>Apt Elev <b>1549</b> |
|--|------------------------|---|

RNAV (GPS) RWY 30  
RUGBY MUNI (RUG)

|  |  |
|--|--|
| <p><b>⚠</b> DME/DME RNP-0.3 NA. When local altimeter setting not received, use Devils Lake altimeter setting and increase all MDA 140 feet, increase LP and LNAV Cats B/C visibility ¼ mile, and Circling Cat B visibility ¼ mile and Cat C visibility ½ mile. Rwy 30 helicopter visibility reduction below ¾ SM NA.</p> | <p>MISSED APPROACH: Climb to 3200 direct IROSE and hold.</p> |
|--|--|

|                          |  |                                 |
|--------------------------|--|---------------------------------|
| AWOS-3<br><b>118.475</b> | MINNEAPOLIS CENTER<br><b>127.6 279.6</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|--|---------------------------------|



|          |        |             |                         |                            |        |                      |             |        |
|----------|--------|-------------|-------------------------|----------------------------|--------|----------------------|-------------|--------|
| 3200     | ↑      | ↑           | IROSE                   | Visual Segment - Obstacle. | ADUTE  | 4 NM Holding Pattern | 121° → 3200 | ← 301° |
|          |        |             |                         |                            | BANAW  |                      |             |        |
|          |        |             |                         |                            | RW30   |                      |             |        |
|          |        |             |                         |                            | 3.5 NM | 6.1 NM               |             |        |
| CATEGORY | A      | B           | C                       | D                          |        |                      |             |        |
| LP MDA   | 2160-1 | 611 (700-1) | 2160-1¾<br>611 (700-1¾) | NA                         |        |                      |             |        |
| LNAV MDA | 2160-1 | 611 (700-1) | 2160-1¾<br>611 (700-1¾) | NA                         |        |                      |             |        |
| CIRCLING | 2160-1 | 611 (700-1) | 2160-1¾<br>611 (700-1¾) | NA                         |        |                      |             |        |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>49020</b><br><b>W34A</b> | APP CRS<br><b>339°</b> | Rwy Idg <b>4401</b><br>TDZE <b>926</b><br>Apt Elev <b>926</b> |
|--|------------------------|---|

RNAV (GPS) RWY 34

RUSH CITY RGNL (ROS)

RNP APCH - GPS.

▼

⚠

Circling Rwy 16 NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct WENIB and hold.

|                        |   |                       |                      |
|------------------------|---|-----------------------|----------------------|
| AWOS-3<br><b>118.8</b> | MINNEAPOLIS CENTER<br><b>121.05 235.775</b> | GCO<br><b>121.725</b> | CTAF<br><b>122.9</b> |
|------------------------|---|-----------------------|----------------------|



3000

↑

WENIB

△

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

LENCCK

4 NM Holding Pattern

INNAA

ZONRI 1.5 NM to RW34

2700

1440

1.5 NM

3.8 NM

7 NM

159°

339°

14000

3000

GP 3.12°

TCH 40

| CATEGORY     | A                     | B                     | C                       | D  |
|--------------|-----------------------|-----------------------|-------------------------|----|
| LPV DA       | 1210-1                | 284 (300-1)           |                         | NA |
| LNAV/VNAV DA | 1233-1                | 307 (400-1)           |                         | NA |
| LNAV MDA     | 1320-1                | 394 (400-1)           | 1320-1½<br>394 (400-1½) | NA |
| CIRCLING     | 1440-1<br>514 (600-1) | 1460-1<br>534 (600-1) | 1460-1½<br>534 (600-1½) | NA |

ELEV 926

TDZE 926

REIL Rwy 16 and 34

MIRL Rwy 16-34

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3200</b> |
| <b>341°</b> | TDZE     | <b>1209</b> |
|             | Apt Elev | <b>1211</b> |

## RNAV (GPS) RWY 34

RUSHFORD MUNI/ROBERT W BUNKE FLD (55Y)

RNP APCH - GPS.

**T** Procedure NA at night. Rwy 34 helicopter visibility reduction  
**A** NA below 1 SM NA. Use FKA altimeter setting, when not received,  
use ONA altimeter setting and increase all MDAs 80 feet and  
LNAV visibility Cat C  $\frac{1}{4}$  SM, and Circling visibility Cat C  $\frac{1}{4}$  SM.

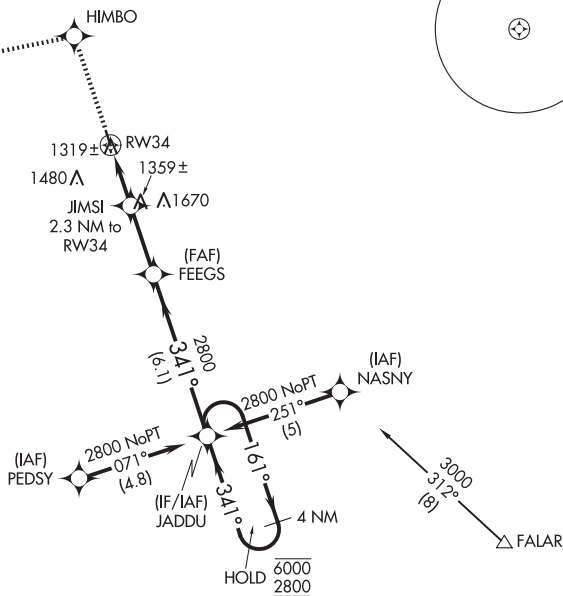
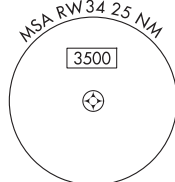
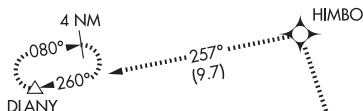
**MISSED APPROACH:** Climb to 3000 direct HIMBO and track 257° to DLANY and hold.

ROCHESTER APP CON ★

119.8 251.125

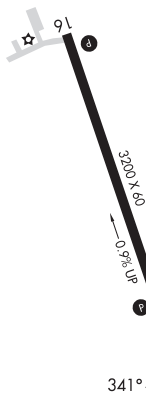
CTAF

122.9 L



ELEV 1211

TDZE 1209



MIRL Rwy 16-34 **L**

RUSHFORD MUNI/ROBERT W BUNKE FLD (55Y)

43°49'N-91°50'W

RNAV (GPS) RWY 34

NC-1, 12 JUN 2025 to 07 AUG 2025

|                 |             |          |             |
|-----------------|-------------|----------|-------------|
| VORTAC ODI      | APP CRS     | Rwy Idg  | N/A         |
| <b>117.9</b>    | <b>249°</b> | TDZE     | N/A         |
| Chan <b>126</b> |             | Apt Elev | <b>1211</b> |

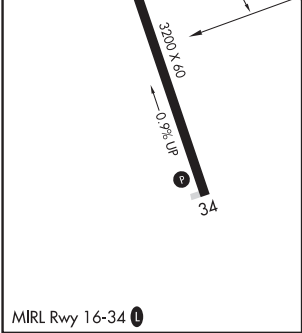
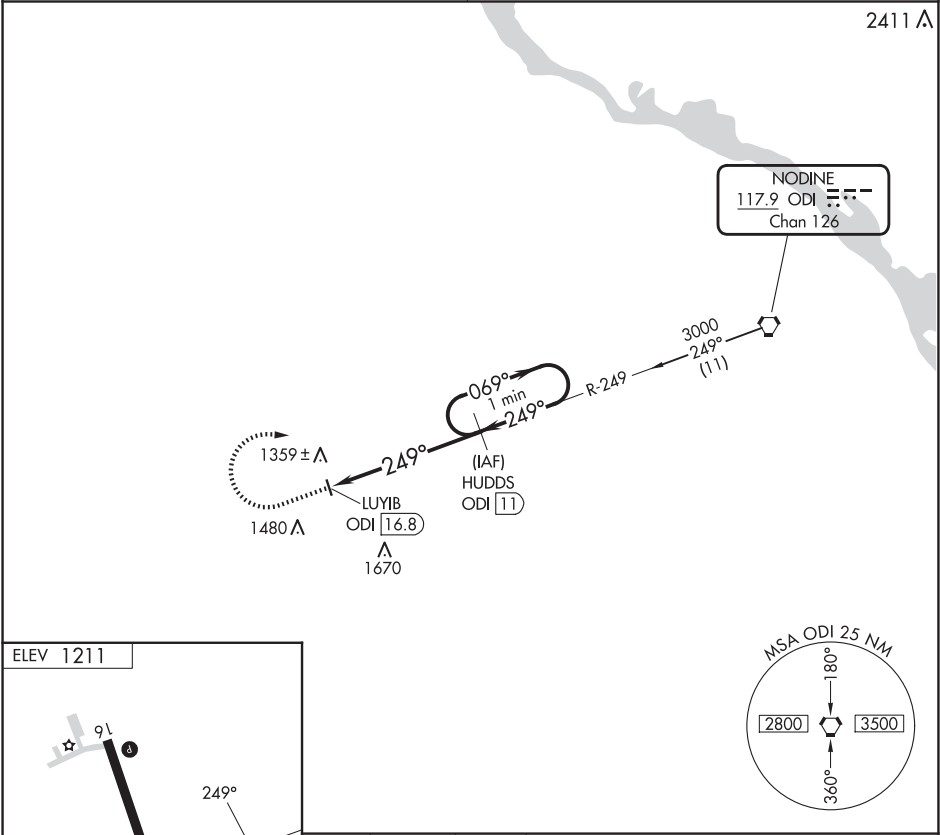
VOR-A

RUSHFORD MUNI/ROBERT W BUNKE FLD (55Y)

Procedure NA at night. Use FKA altimeter setting; when not received, use ONA altimeter setting and increase all MDAs 80 feet and visibility Cat C ¼ SM. DME required.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 on ODI VORTAC R-249 to HUDDS/ODI 11 DME and hold.

|   |                        |
|---|------------------------|
| ROCHESTER APP CON ★<br><b>119.8 251.125</b> | CTAF<br><b>122.9 0</b> |
|---|------------------------|

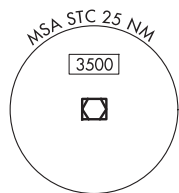


|                   |                       |                    |                       |        |                         |                               |    |
|-------------------|-----------------------|--------------------|-----------------------|--------|-------------------------|-------------------------------|----|
| 2000<br>↑         | 3000<br>ODI<br>R-249  | HUDDS<br>ODI<br>11 | HUDDS<br>ODI<br>11    |        |                         | One Minute<br>Holding Pattern |    |
| LUYIB<br>ODI 16.8 |                       | 249°               |                       | 069° → |                         | 3000                          |    |
| ← 249°            |                       | 5.8 NM             |                       |        |                         |                               |    |
| CATEGORY          | A                     |                    | B                     |        | C                       |                               | D  |
| CIRCLING          | 1720-1<br>509 (600-1) |                    | 1880-1<br>669 (700-1) |        | 2080-2½<br>869 (900-2½) |                               | NA |

ILS or LOC RWY 13  
ST CLOUD RGNL (STC)

**MISSED APPROACH:** Climb to 2500 then climbing left turn to 5000 direct STC VOR/DME and on STC VOR/DME R-312 to SIYON/STC 14.5 DME and hold.

GND CON  
**123,75**



A 2217

LOCALIZER 111  
I-BPM  $\frac{\cdot}{-} \cdot \cdot \cdot$

ST.CLOUD  
112.1 STC  $\begin{smallmatrix} \cdot & \cdot \\ \text{---} & \cdot & \text{---} \end{smallmatrix}$   
Chan 58

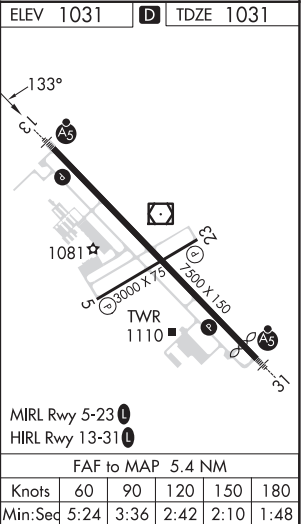
|           |           |          |                   |            |
|-----------|-----------|----------|-------------------|------------|
| 2500<br>↑ | 5000<br>↖ | STC<br>□ | STC<br>R-312<br>□ | SIYON<br>△ |
|-----------|-----------|----------|-------------------|------------|

OSACA  
STC 5.9

2800  
↓

STC 2.3

3.7 nm 1.8 nm



| CATEGORY | A   | B | C  | D  |
|----------|---|---|--|--|
| S-ILS 13 | 1231- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ ) |   |  |  |
| S-LOC 13 | 1640- $\frac{1}{2}$ 609 (700- $\frac{1}{2}$ ) |   | 1640-1 $\frac{3}{8}$ 609 (700-1 $\frac{3}{8}$ )    |  |
| CIRCLING | 1640-1 609 (700-1)                            |   | 1640-1 $\frac{3}{4}$<br>609 (700-1 $\frac{3}{4}$ ) | 1860-2 $\frac{3}{4}$<br>829 (900-2 $\frac{3}{4}$ ) |

ST CLOUD RGNL (STC)  
ILS or LOC RWY 13



|                                  |                        |   |
|----------------------------------|------------------------|---|
| LOC I-STD<br><b><u>111.9</u></b> | APP CRS<br><b>313°</b> | Rwy Idg <b>7000</b><br>TDZE <b>1020</b><br>Apt Elev <b>1031</b> |
|----------------------------------|------------------------|---|

ILS or LOC RWY 31  
ST CLOUD RGNL (STC)

DME required.

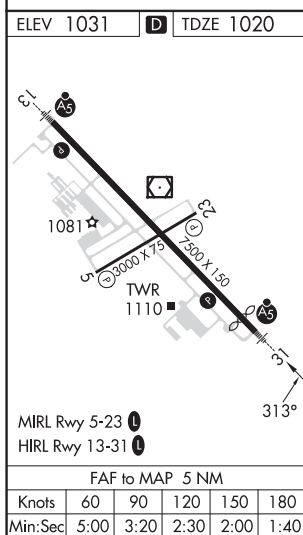
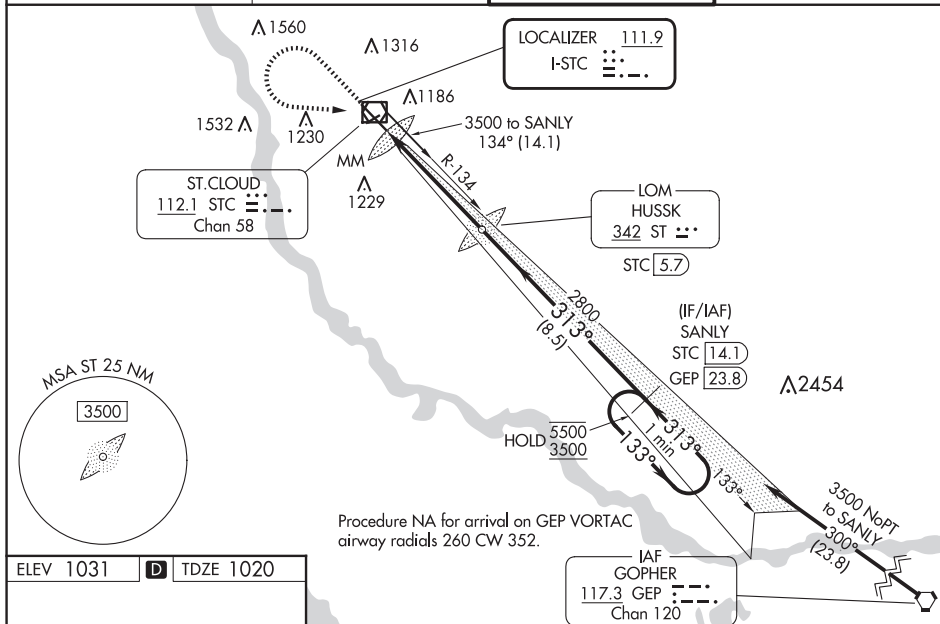
**V** When local altimeter setting not received, use Little Falls altimeter setting, increase DA to 1296 feet, increase all MDAs 80 feet and S-LOC 31 visibility. **NA** Cats C and D ¼ SM, and Circling visibility Cats C and D ¼ SM. For inop ALS when using Little Falls altimeter setting, increase S-ILS-31 visibility to ½ SM and S-LOC-31 Cats C and D visibility to 1 ½ SM. VDP NA when using Little Falls altimeter setting. DME from STC VOR/DME. DME use requires simultaneous reception of I-STD and STC DME.

MALSR



**MISSED APPROACH:** Climb to 2800 then climbing left turn to 3500 direct STC VOR/DME and on STC VOR/DME R-134 to SANLY/STC VOR/DME 14.1 DME and hold.

|                                   |  |   |                                     |
|-----------------------------------|--|---|-------------------------------------|
| <p>ATIS</p> <p><b>119.375</b></p> | <p>MINNEAPOLIS CENTER</p> <p><b>121.05 235.775</b></p> | <p>ST. CLOUD TOWER★</p> <p><b>118.25 (CTAF) 0</b></p> | <p>GND CON</p> <p><b>123.75</b></p> |
|-----------------------------------|--|---|-------------------------------------|



|  |                     |  |                         |   |  |
|--|---------------------|--|-------------------------|---|--|
| 2800<br>↑  | 3500<br>↖           | STC<br>R-134                           | SANLY<br>STC<br>14.1    | SANLY<br>STC 14.1<br>One Minute Holding Pattern<br>133° → 5500<br>← 313° 3500<br>GS 3.00°<br>TCH 51 |  |
| ST LOM<br>HUSSK<br>STC 5.7<br>2671<br>313°<br>2800 |                     | STC 1.9<br>MM<br>0.5 0.7 3.8 NM 8.5 NM |                         |   |  |
| CATEGORY   | A                   | B                                      | C                       | D   |  |
| S-ILS 31   | 1220-1½ 200 (200-½) |  |                         |   |  |
| S-LOC 31   | 1460-1½ 440 (500-½) |  | 1460-¾ 440 (500-¾)      |   |  |
| CIRCLING   | 1500-1              | 469 (500-1)                            | 1620-1½<br>589 (600-1½) | 1860-2¾<br>829 (900-2¾)   |  |

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3000 |
| 056°    | TDZE     | 1022 |
|         | Apt Elev | 1031 |

RNAV (GPS) RWY 5  
ST CLOUD RGNL (STC)

RNP APCH - GPS.

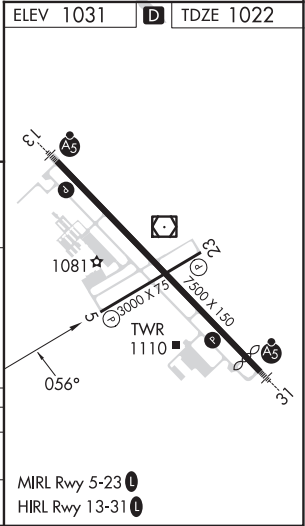
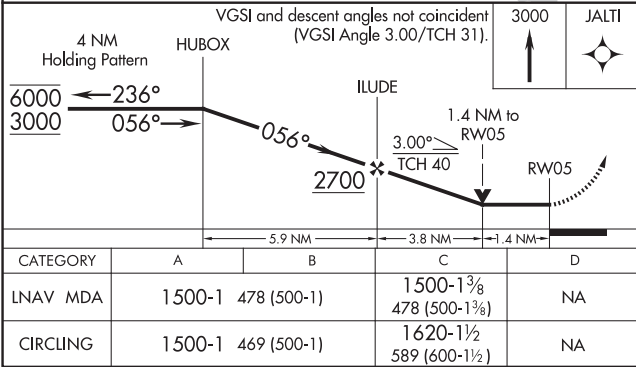
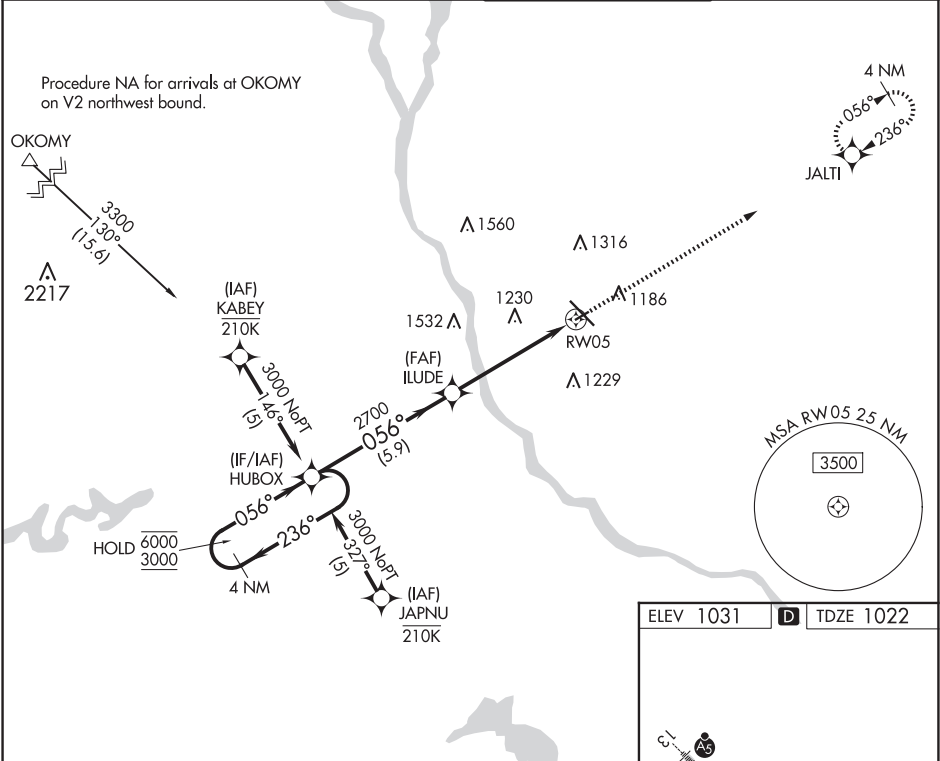
▼

⚠

Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Little Falls altimeter setting, increase all MDAs 80 feet and LNAV visibility Cat C ¼ SM. VDP NA when using Little Falls altimeter setting.

MISSED APPROACH: Climb to 3000 direct JALTI and hold.

|                 |                                      |                                      |                   |
|-----------------|--------------------------------------|--------------------------------------|-------------------|
| ATIS<br>119.375 | MINNEAPOLIS CENTER<br>121.05 235.775 | ST. CLOUD TOWER ★<br>118.25 (CTAF) 0 | GND CON<br>123.75 |
|-----------------|--------------------------------------|--------------------------------------|-------------------|



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>82013</b><br><b>W13A</b> | APP CRS<br><b>133°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7000</b><br><b>1031</b><br><b>1031</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 13

ST CLOUD RGNL (STC)

RNP APCH - GPS.

▼

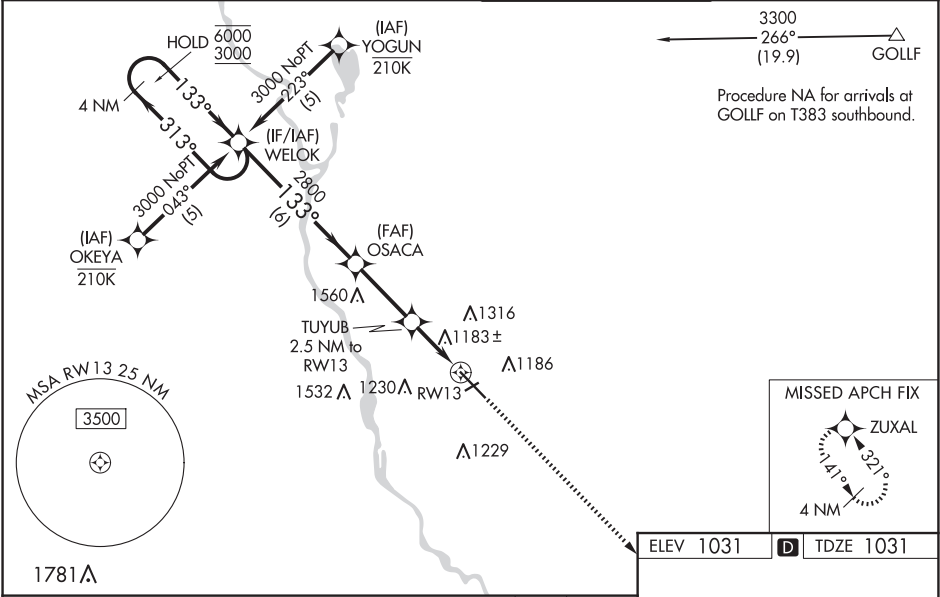
⚠

Baro-VNAV and VDP NA when using Little Falls altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21 °C or above 54°C. When local altimeter setting not received, use Little Falls altimeter setting, increase LPV DA to 1307 feet; increase LNAV/VNAV DA to 1516 feet and all visibilities ¼ SM; increase all MDAs 80 feet and LNAV visibility Cat C and D ¼ SM, and Circling visibility Cat C and D ¼ SM. For inop ALS, increase LNAV/VNAV visibility all Cats and LNAV Cat C and D visibility to 1½ SM. When local altimeter not received and ALS inop, increase LPV visibility all Cats to ¾ SM, LNAV/VNAV visibility all Cats and LNAV Cat C and D to 1¾ SM.

MALSR

MISSED APPROACH:  
Climb to 3000 direct ZUXAL and hold.

|                        |   |   |                          |
|------------------------|---|---|--------------------------|
| ATIS<br><b>119.375</b> | MINNEAPOLIS CENTER<br><b>121.05 235.775</b> | ST. CLOUD TOWER ★<br><b>118.25 (CTAF) 0</b> | GND CON<br><b>123.75</b> |
|------------------------|---|---|--------------------------|



|                      |        |              |                         |                         |                |
|----------------------|--------|--------------|-------------------------|-------------------------|----------------|
| 4 NM Holding Pattern |        | WELOK        | OSACA                   | TUYUB                   | RW13           |
| 6000<br>3000         |        | 313°<br>133° | 2800                    | 2.5 NM to RW13          | 1.1 NM to RW13 |
| GP 3.00°<br>TCH 49   |        | 6 NM         | 2.9 NM                  | 1.4 NM                  | 1.1 NM         |
| CATEGORY             | A      | B            | C                       | D                       |                |
| LPV DA               | 1231-½ |              | 200 (200-½)             |                         |                |
| LNAV/VNAV DA         | 1440-¾ |              | 409 (500-¾)             |                         |                |
| LNAV MDA             | 1440-½ | 409 (500-½)  | 1440-¾                  | 409 (500-¾)             |                |
| CIRCLING             | 1500-1 | 469 (500-1)  | 1620-1½<br>589 (600-1½) | 1860-2¾<br>829 (900-2¾) |                |

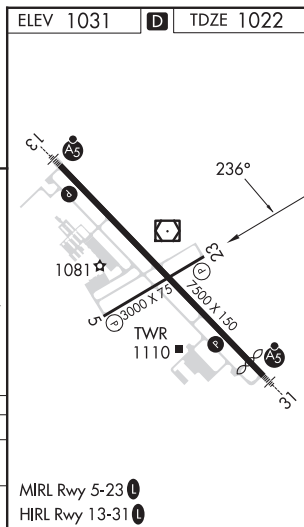
MIRL Rwy 5-23 0

HIRL Rwy 13-31 0

RNAV (GPS) RWY 23  
ST CLOUD RGNL (STC)



**MISSED APPROACH:** Climb to 3000  
direct HUBOX and hold.

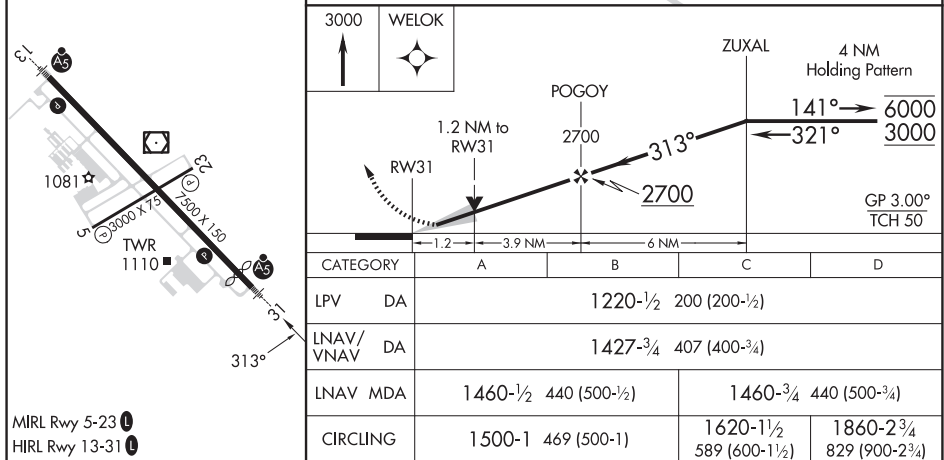
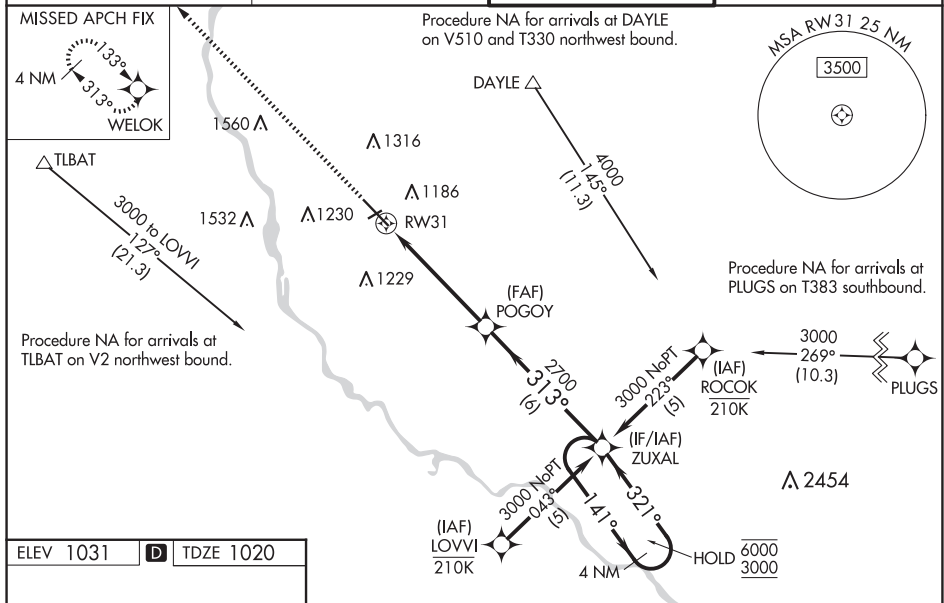
GND CON  
123.75

ST CLOUD RGNL (STC)  
RNAV (GPS) RWY 23

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>61213</b><br><b>W31A</b> | APP CRS<br><b>313°</b> | Rwy Idg <b>7000</b><br>TDZE <b>1020</b><br>Apt Elev <b>1031</b> |
|--|------------------------|---|

RNAV (GPS) RWY 31  
ST CLOUD RGNL (STC)

|   |   |  |   |
|---|---|--|---|
| RNP APCH - GPS.   |   | <br>MALSR | MISSED APPROACH:<br>Climb to 3000 direct<br>WELOK and hold. |
| <p>  Baro-VNAV and VDP NA when using Little Falls altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS when using Little Falls altimeter setting, increase LPV all Cats visibility to ½ SM and LNAV/VNAV all Cats visibility to 1 ½ SM and LNAV Cats C and D visibility to 1 ½ SM. When local altimeter setting not received, use Little Falls altimeter setting, increase LPV DA to 1296 feet, increase LNAV/VNAV DA to 1503 feet and all visibilities ¼ SM; increase all MDAs 80 feet and LNAV visibility Cat C and D ¼ SM, and Circling visibility Cat C and D ¼ SM. For inop ALS, increase LNAV/VNAV visibility all Cats to 1 ½ SM.         </p> |   |  |   |
| ATIS<br><b>119.375</b>  | MINNEAPOLIS CENTER<br><b>121.05 235.775</b> | ST. CLOUD TOWER ★<br><b>118.25 (CTAF) 0</b>  | GND CON<br><b>123.75</b>                                    |



ST. CLOUD, MINNESOTA

AL-5799 (FAA)

23222

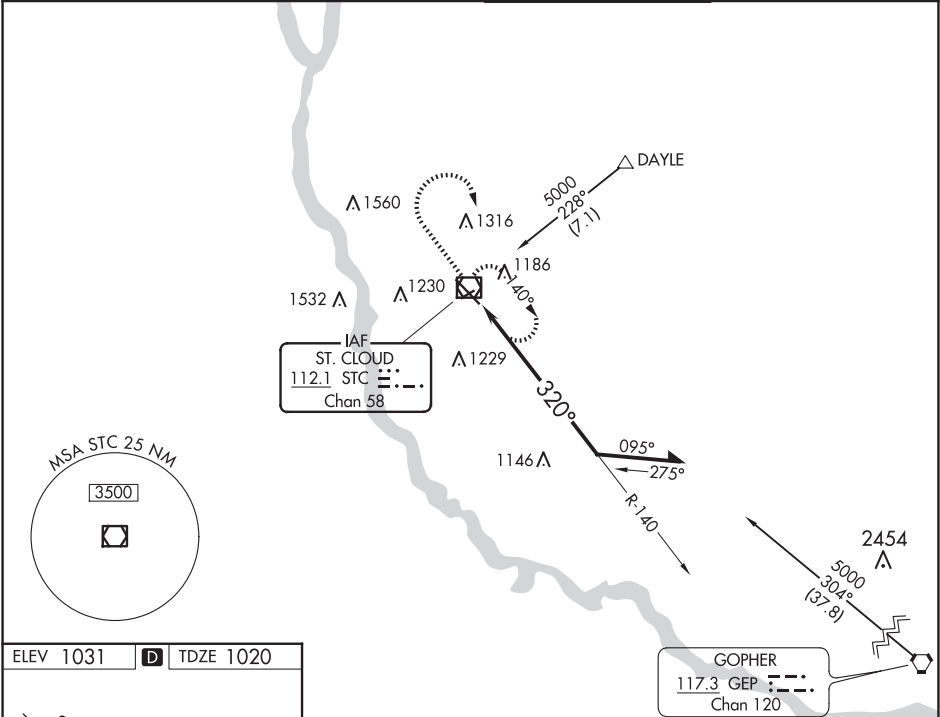
|              |             |          |             |
|--------------|-------------|----------|-------------|
| VOR/DME STC  | APP CRS     | Rwy Idg  | 7000        |
| <b>112.1</b> | <b>320°</b> | TDZE     | <b>1020</b> |
| Chan 58      |             | Apt Elev | <b>1031</b> |

# VOR RWY 31

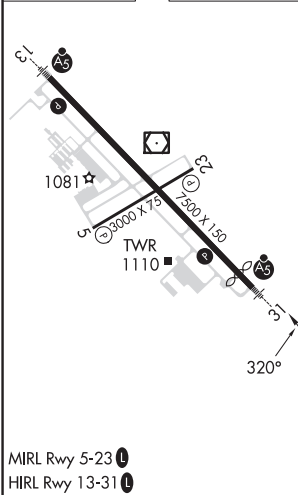
## ST CLOUD RGNL (STC)

|   |                  |  |
|---|------------------|--|
| <b>V</b><br><b>A</b> For inop ALS, increase S-31 Cat C and D visibility to 1½ SM. | <b>MALSR</b><br> | <b>MISSED APPROACH:</b> Climb to 2700 then right turn direct STC VOR/DME and hold. |
|---|------------------|--|

|                               |  |  |                                 |
|-------------------------------|--|--|---------------------------------|
| <b>ATIS</b><br><b>119.375</b> | <b>MINNEAPOLIS CENTER</b><br><b>121.05 235.775</b> | <b>ST. CLOUD TOWER ★</b><br><b>118.25 (CTAF)</b> | <b>GND CON</b><br><b>123.75</b> |
|-------------------------------|--|--|---------------------------------|





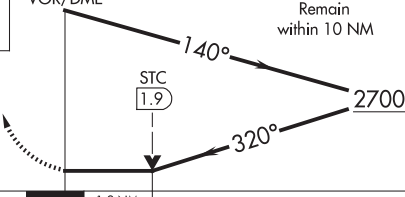


|           |          |           |
|-----------|----------|-----------|
| ELEV 1031 | <b>D</b> | TDZE 1020 |
|-----------|----------|-----------|



MIRL Rwy 5-23

HIRL Rwy 13-31

|   |   |  |   |                         |
|---|---|--|---|-------------------------|
| Procedure NA for arrival on GEP VORTAC<br>airway radials 260 CW 352.                        |   |  |   |                         |
| 2700<br> |  | STC<br> | STC<br>VOR/DME<br> |                         |
|          |   |  |   |                         |
| CATEGORY  | A   | B  | C   | D                       |
| S-31  | 1460-1½   | 440 (500-½)  | 1460-¾<br>440 (500-¾)   | 1460-1<br>440 (500-1)   |
| CIRCLING  | 1500-1  | 469 (500-1)  | 1620-1½<br>589 (600-1½)   | 1860-2¾<br>829 (900-2¾) |

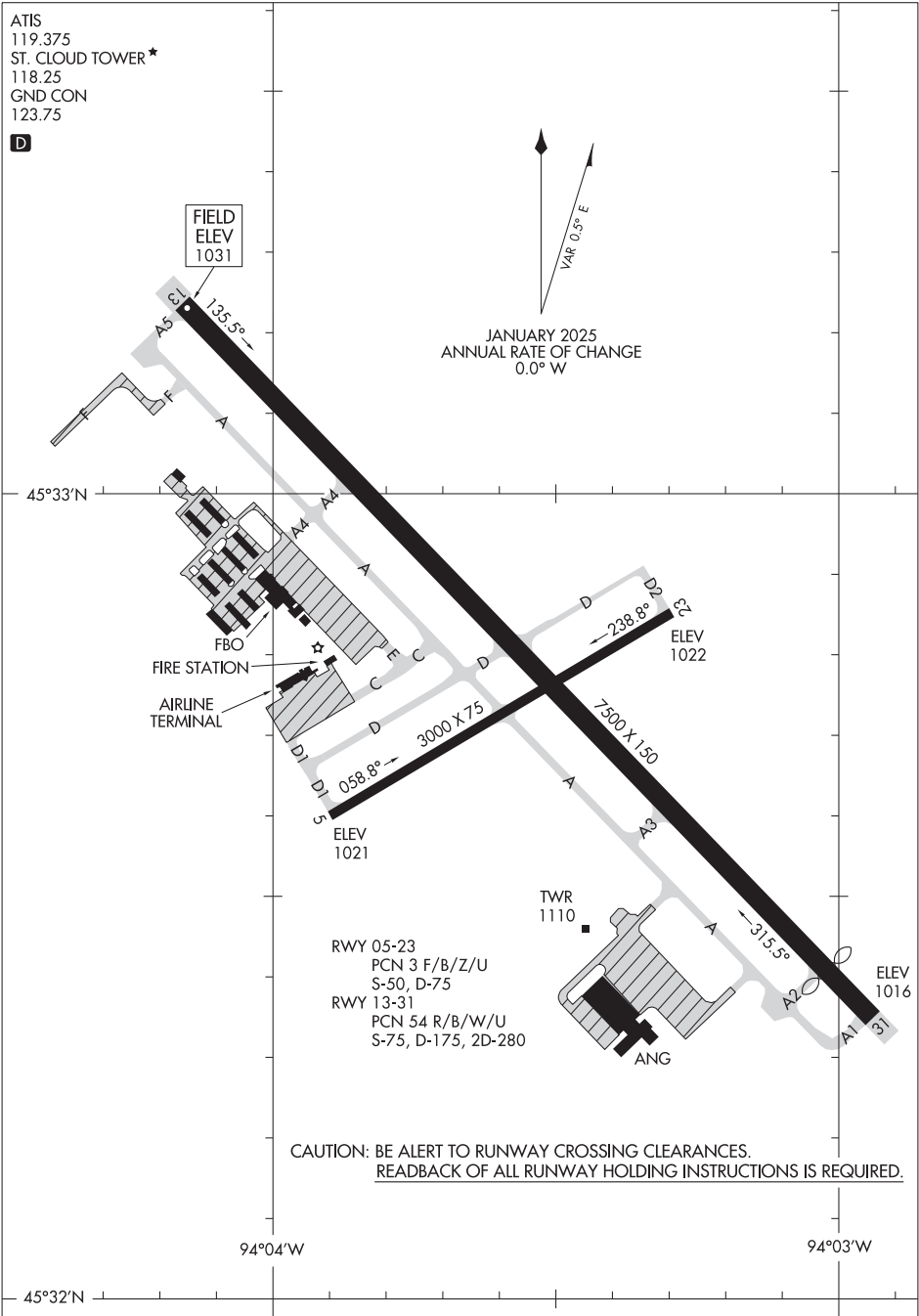
ST. CLOUD, MINNESOTA

Orig-D 10AUG23

45°33'N-94°04'W

# ST CLOUD RGNL (STC)

## VOR RWY 31



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>58138</b><br><b>W15A</b> | APP CRS<br><b>148°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3999</b><br><b>1067</b><br><b>1067</b> |
|--|------------------------|-----------------------------|---|

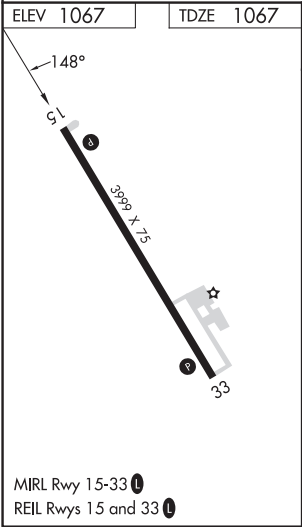
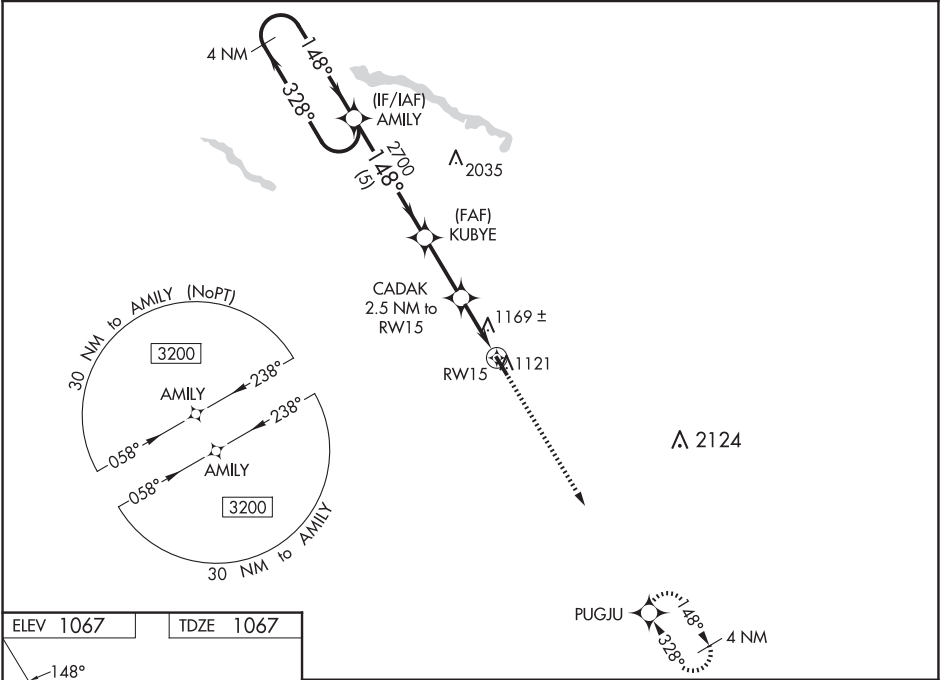
RNAV (GPS) RWY 15

ST JAMES MUNI (JY'G)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using New Ulm altimeter setting. When local altimeter not received, use New Ulm, MN altimeter setting and increase LPV DA to 1372 feet and LNAV/VNAV DA to 1530 feet, and all MDA 60 feet.

MISSED APPROACH: Climb to 3200 direct PUGJU and hold.

|                          |   |                       |                      |
|--------------------------|---|-----------------------|----------------------|
| AWOS-3PT<br><b>123.7</b> | MINNEAPOLIS CENTER<br><b>127.75 257.7</b> | GCO<br><b>121.725</b> | CTAF<br><b>122.9</b> |
|--------------------------|---|-----------------------|----------------------|



|                      |                                    |  |    |             |       |
|----------------------|------------------------------------|--|----|-------------|-------|
| 4 NM Holding Pattern |                                    |  |    | 3200        | PUGJU |
|                      |                                    |  |    |             |       |
|                      |                                    |  |    | * LNAV only |       |
| 3200 ← 328°          |                                    |  |    |             |       |
| → 148°               |                                    |  |    |             |       |
| GP 3.00°             |                                    |  |    |             |       |
| TCH 40               |                                    |  |    |             |       |
| 5 NM                 |                                    |  |    |             |       |
| 2.5 NM               |                                    |  |    |             |       |
| 1.4                  |                                    |  |    |             |       |
| 1.1                  |                                    |  |    |             |       |
| CATEGORY             | A                                  | B  | C  | D           |       |
| LPV DA               | 1317-1                             | 250 (300-1)                              | NA |             |       |
| LNAV/VNAV DA         | 1475-1 <sup>3</sup> / <sub>8</sub> | 408 (500-1 <sup>3</sup> / <sub>8</sub> ) | NA |             |       |
| LNAV MDA             | 1420-1                             | 353 (400-1)                              | NA |             |       |
| CIRCLING             | 1500-1<br>433 (500-1)              | 1520-1<br>453 (500-1)                    | NA |             |       |



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>53538</b><br><b>W33A</b> | APP CRS<br><b>328°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3999</b><br><b>1067</b><br><b>1067</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 33

ST JAMES MUNI (JYG)

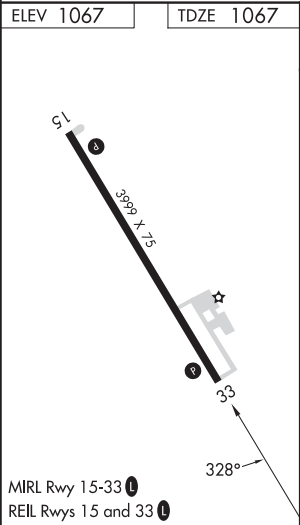
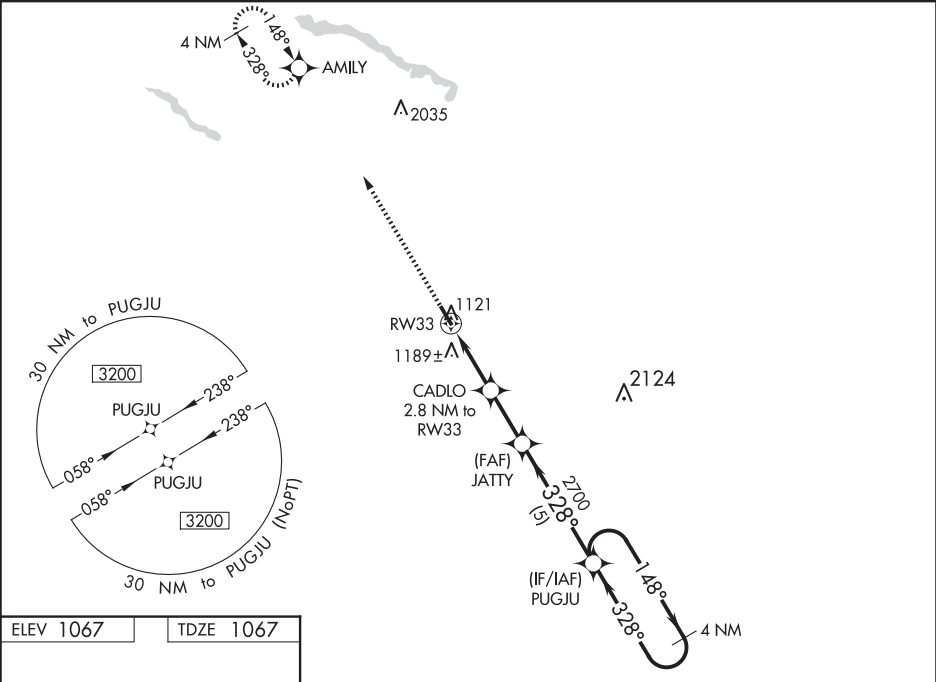
⚠

⚠

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using New Ulm altimeter setting. When local altimeter setting not received, use New Ulm, MN altimeter setting and increase LPV DA to 1398 feet, LNAV/VNAV DA to 1549 feet, and all MDA 60 feet.

MISSED APPROACH: Climb to 3200 direct AMILY and hold.

|                          |   |                       |                      |
|--------------------------|---|-----------------------|----------------------|
| AWOS-3PT<br><b>123.7</b> | MINNEAPOLIS CENTER<br><b>127.75 257.7</b> | GCO<br><b>121.725</b> | CTAF<br><b>122.9</b> |
|--------------------------|---|-----------------------|----------------------|



|              |                       |                            |               |                                  |                    |
|--------------|-----------------------|----------------------------|---------------|----------------------------------|--------------------|
| 3200         | AMILY                 |                            |               |                                  |                    |
| * LNAV only  |                       | CADLO<br>2.8 NM to<br>RW33 | JATTY<br>2700 | PUGJU<br>4 NM<br>Holding Pattern |                    |
|              | * 1.1 NM to<br>RW33   |                            | 1980*         | 3200                             | GP 3.00°<br>TCH 40 |
|              | 1.1 NM                | 1.7 NM                     | 2.2 NM        | 5 NM                             |                    |
| CATEGORY     | A                     | B                          | C             | D                                |                    |
| LPV DA       | 1343-1                | 276 (300-1)                |               | NA                               |                    |
| LNAV/VNAV DA | 1494-1½               | 427 (500-1½)               |               | NA                               |                    |
| LNAV MDA     | 1440-1                | 373 (400-1)                |               | NA                               |                    |
| CIRCLING     | 1500-1<br>433 (500-1) | 1520-1<br>453 (500-1)      |               | NA                               |                    |

ST. PAUL, MINNESOTA

AL-5455 (FAA)

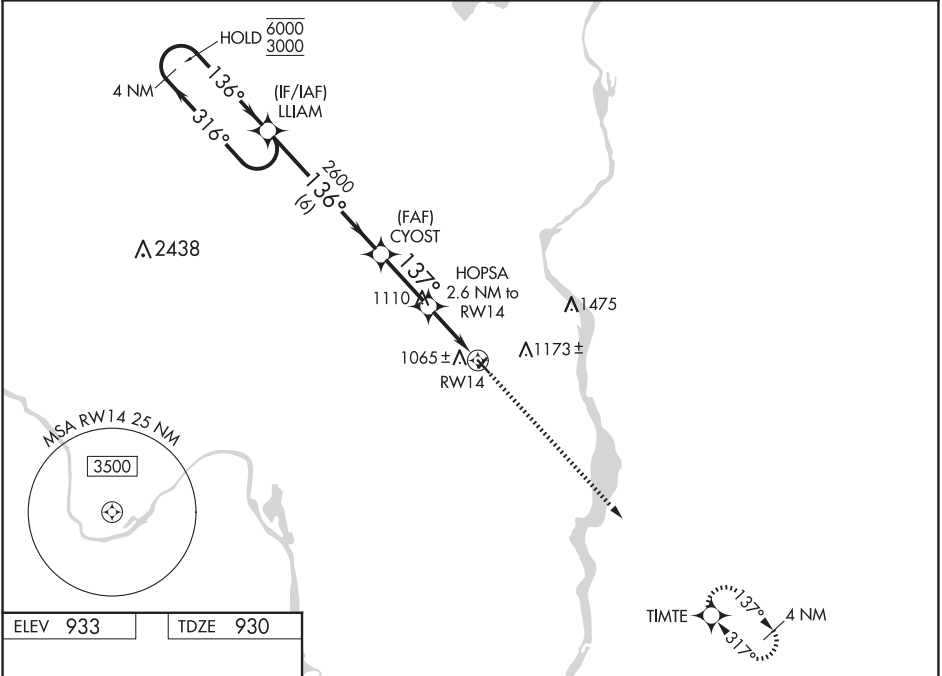
25051

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>56345</b><br><b>W14A</b> | APP CRS<br><b>137°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3504</b><br><b>930</b><br><b>933</b> |
|--|------------------------|-----------------------------|---|

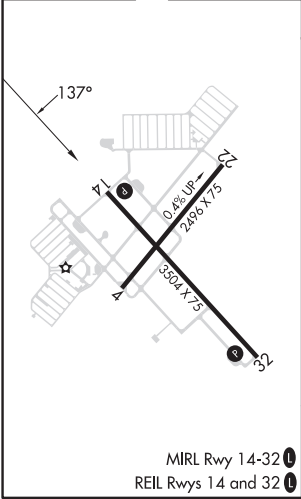
RNAV (GPS) RWY 14  
LAKE ELMO (21D)

|                 |  |
|-----------------|--|
| RNP APCH - GPS. | MISSED APPROACH: Climb 3000 direct TIMTE and hold. |
|-----------------|--|

|                          |  |                            |                                   |
|--------------------------|--|----------------------------|-----------------------------------|
| AWOS-3<br><b>120.075</b> | MINNEAPOLIS APP CON<br><b>121.2 335.65</b> | CLNC DEL<br><b>118.625</b> | UNICOM<br><b>123.075 (CTAF) 0</b> |
|--------------------------|--|----------------------------|-----------------------------------|



|          |          |
|----------|----------|
| ELEV 933 | TDZE 930 |
|----------|----------|



|  |                       |                       |    |                        |       |
|--|-----------------------|-----------------------|----|------------------------|-------|
| VGSi and RNAV glidepath not coincident (VGSi Angle 3.50/TCH 25). |                       |                       |    | 3000                   | TIMTE |
| 4 NM Holding Pattern   |                       |                       |    | ↑                      | ✦     |
| 6000 ← 316°<br>3000 → 136°                                       |                       |                       |    | GP 3.00°<br>TCH 40     |       |
| LLIAM  |                       |                       |    | CYOST 2600             |       |
| 136°   |                       |                       |    | HOPSA 2.6 NM to RWY 14 |       |
| 2600   |                       |                       |    | 1.1 NM to RWY 14       |       |
| 137°   |                       |                       |    | RWY 14                 |       |
| 6 NM   |                       |                       |    | 2.5 NM                 |       |
| 1.5 NM   |                       |                       |    | 1.1 NM                 |       |
| CATEGORY   | A                     | B                     | C  | D                      |       |
| LPV DA   | 1180-1                | 250 (300-1)           | NA |                        |       |
| LNAV/VNAV DA   | 1257-1                | 327 (400-1)           | NA |                        |       |
| LNAV MDA   | 1360-1                | 430 (500-1)           | NA |                        |       |
| CIRCLING   | 1440-1<br>507 (600-1) | 1500-1<br>567 (600-1) | NA |                        |       |

ST. PAUL, MINNESOTA  
Orig 05OCT23

45°00'N-92°51'W

LAKE ELMO (21D)  
RNAV (GPS) RWY 14

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

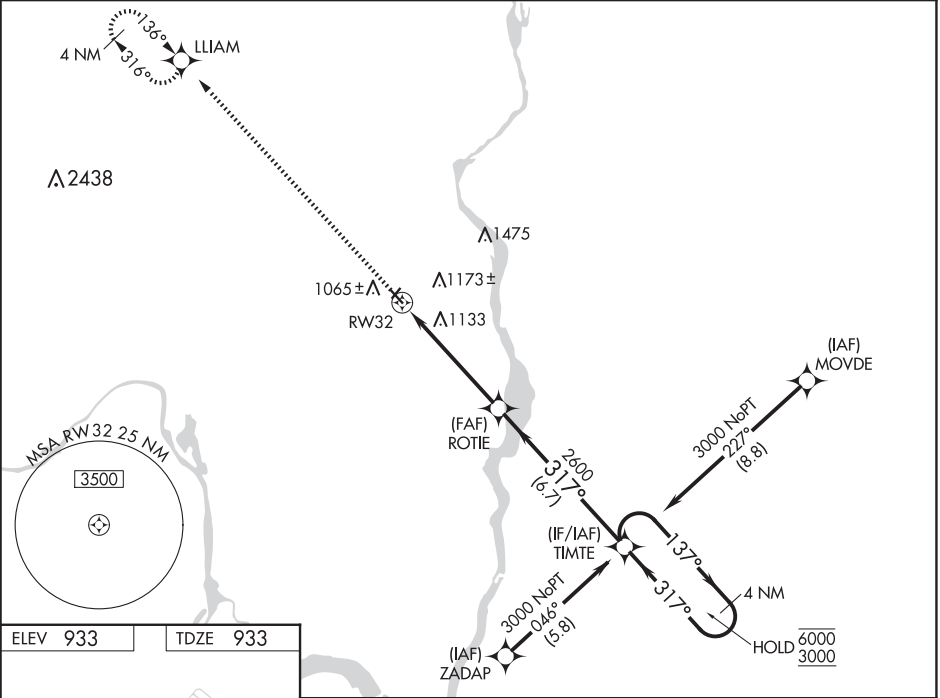
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>97445</b><br><b>W32A</b> | APP CRS<br><b>317°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3504</b><br><b>933</b><br><b>933</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 32

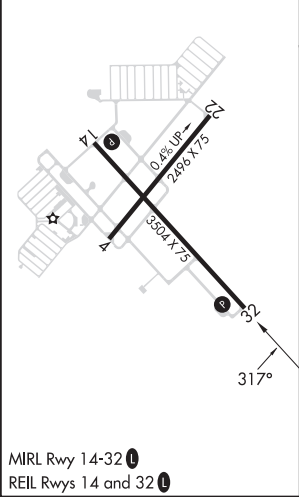
LAKE ELMO (21D)

|   |   |
|---|---|
| RNP APCH - GPS.   | MISSED APPROACH: Climb to 3000 direct LLIAM and hold. |
| <div><div></div><div>Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 4, 22 NA at night.</div></div> |   |

|                          |  |                            |                                 |
|--------------------------|--|----------------------------|---------------------------------|
| AWOS-3<br><b>120.075</b> | MINNEAPOLIS APP CON<br><b>121.2 335.65</b> | CLNC DEL<br><b>118.625</b> | UNICOM<br><b>123.075 (CTAF)</b> |
|--------------------------|--|----------------------------|---------------------------------|



|          |          |
|----------|----------|
| ELEV 933 | TDZE 933 |
|----------|----------|

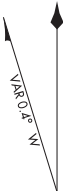


|              |       |  |                       |                      |          |
|--------------|-------|--|-----------------------|----------------------|----------|
| 3000         | LLIAM | VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 25). |                       |                      |          |
| ROTIE        |       | 2600   | TIMTE                 | 4 NM Holding Pattern |          |
| RW32         |       | 1.2 NM to RW32   | 137°                  | 6000                 | GP 3.00° |
| 1.2 NM       |       | 3.9 NM   | 317°                  | 3000                 | TCH 40   |
| CATEGORY     |       | A  | B                     | C                    | D        |
| LPV DA       |       | 1209-1   | 276 (300-1)           | NA                   |          |
| LNAV/VNAV DA |       | 1404-1⅓  | 471 (500-1⅓)          | NA                   |          |
| LNAV MDA     |       | 1400-1   | 467 (500-1)           | NA                   |          |
| CIRCLING     |       | 1440-1<br>507 (600-1)  | 1500-1<br>567 (600-1) | NA                   |          |

AWOS-3  
120.075  
CLNC DEL  
118.625  
CTAF/UNICOM  
123.075 **L**

92°51.5'W

92°51.0'W



JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.0° W

FBO  
RAMP

FIELD  
ELEV  
933

ELEV  
925

45°00.0'N



COMPASS  
ROSE

ELEV  
924

MIRL Rwy 14-32 **L**  
REIL Rwy 32 and 14 **L**

RWY 04-22  
S-13  
RWY 14-32  
S-11

ELEV  
932

44°59.5'N

ILS or LOC RWY 14  
ST PAUL DOWNTOWN HOLMAN FLD (STP)

MALSR

F) **L**

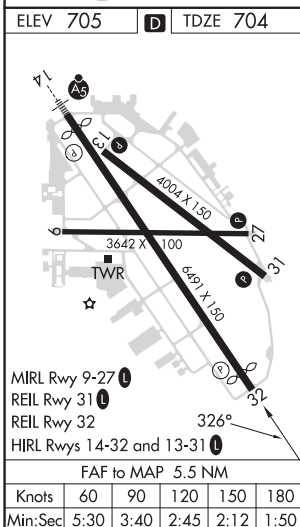
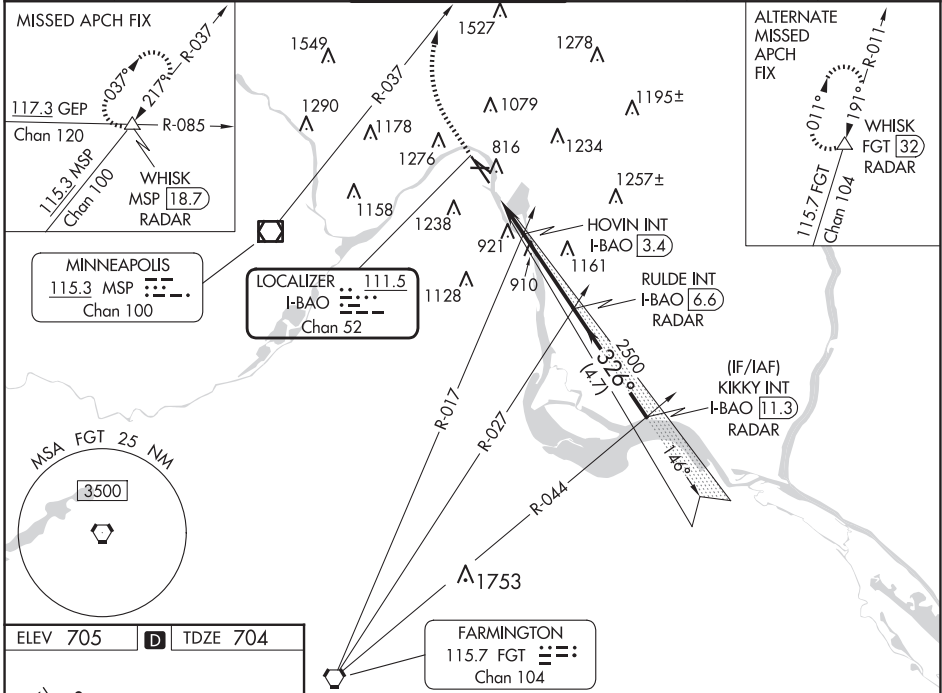
| FAF to MAP 7 NM |      |      |      |      |      |
|-----------------|------|------|------|------|------|
| Knots           | 60   | 90   | 120  | 150  | 180  |
| Min:Sec         | 7:00 | 4:40 | 3:30 | 2:48 | 2:20 |


ILS or LOC RWY 32  
ST PAUL DOWNTOWN HOLMAN FLD (STP)

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 4000 on heading 010° and MSP R-037 to WHISK INT/MSP 18.7 DME/RADAR and hold.

**T** Rwy 32 helicopter visibility reduction below RVR 4000 NA. Inop table does not  
**A** apply to S-ILS 32 all Cats and S-LOC all Cats. HOVIN fix minimums: Inop table  
**✶** -30°C does not apply to Cats A/B. For inop ALS, increase Cats C/D visibility to 1/8 SM.

|                       |  |   |                           |                            |                         |
|-----------------------|--|---|---------------------------|----------------------------|-------------------------|
| ATIS<br><b>118.35</b> | MINNEAPOLIS APP CON<br><b>121.2 335.65</b> | ST. PAUL TOWER ★<br><b>119.1 (CTAF) 0 257.8</b> | GND CON<br><b>121.675</b> | CLNC DEL<br><b>121.675</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|---|---------------------------|----------------------------|-------------------------|



| 1300<br>↑          | 4000<br> hdg<br>010° | MSP<br>R-037            | WHISK<br>△               | RULDE INT<br>I-BAO (6.6)<br>RADAR | KIKKY INT<br>I-BAO (11.3)<br>RADAR |
|--------------------|---|-------------------------|--------------------------|-----------------------------------|------------------------------------|
| *LOC only          | I-BAO (1.1)   | *I-BAO (2.6)            | HOVIN INT<br>I-BAO (3.4) | 2500<br>326°<br>2500              | 2500<br>GS 3.00°<br>TCH 40         |
|                    | 1.5 NM  | 0.8 NM                  | 3.2 NM                   | 4.7 NM                            |                                    |
| CATEGORY           | A   | B                       | C                        | D                                 |                                    |
| S-ILS 32           | 1011/50 307 (400-1)   |                         |                          |                                   |                                    |
| S-LOC 32           | 1460/55<br>756 (800-1)  | 1460/60<br>756 (800-1½) | 1460-2                   | 756 (800-2)                       |                                    |
| <b>C</b> CIRCLING  | 1580-1¼   | 875 (900-1¼)            | 1580-2½<br>875 (900-2½)  | 1580-2¾<br>875 (900-2¾)           |                                    |
| HOVIN FIX MINIMUMS |   |                         |                          |                                   |                                    |
| S-LOC 32           | 1220/55   | 516 (600-1)             | 1220-1¼                  | 516 (600-1¼)                      |                                    |
| <b>C</b> CIRCLING  | 1580-1¼   | 875 (900-1¼)            | 1580-2½<br>875 (900-2½)  | 1580-2¾<br>875 (900-2¾)           |                                    |

ST PAUL DOWNTOWN HOLMAN FLD (STP)

44°56'N-93°04'W

ILS or LOC RWY 32

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |  |   |
|--|------------------------|--|---|
| WAAS<br>CH <b>62828</b><br><b>W14A</b> | APP CRS<br><b>146°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>705</b> | <b>6148</b><br><b>705</b><br><b>705</b> |
|--|------------------------|--|---|

RNAV (GPS) RWY 14

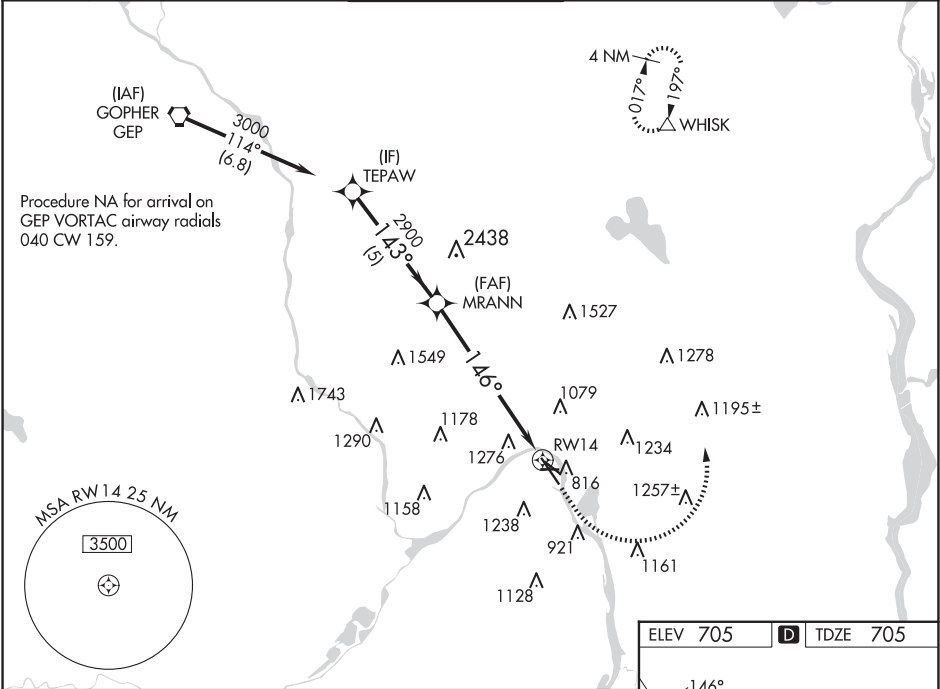
ST PAUL DOWNTOWN HOLMAN FLD (STP)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Rwy 14 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cats C and D to 2½ SM.

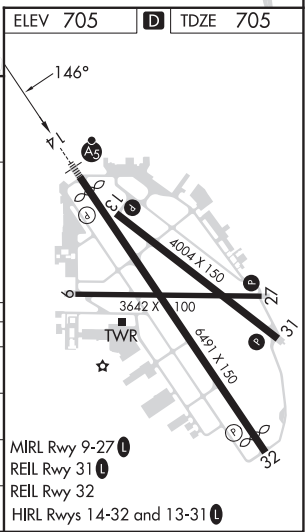
MALSR

MISSED APPROACH: (Do not exceed 250K until WHISK) Climb to 1700 then climbing left turn to 3000 direct WHISK and hold.

|                       |  |  |                           |                            |                         |
|-----------------------|--|--|---------------------------|----------------------------|-------------------------|
| ATIS<br><b>118.35</b> | MINNEAPOLIS APP CON<br><b>121.2 335.65</b> | ST. PAUL TOWER ★<br><b>119.1(CTAF) 0 257.8</b> | GND CON<br><b>121.675</b> | CLNC DEL<br><b>121.675</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|--|---------------------------|----------------------------|-------------------------|



|   |         |              |                         |                         |
|---|---------|--------------|-------------------------|-------------------------|
| VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 50).  |         |              |                         |                         |
| <div><div>TEPAW</div><div>MRANN</div><div>3000</div><div>2900</div><div>143°</div><div>146°</div><div>GP 3.00° TCH 42</div><div>5 NM</div><div>4.4 NM</div><div>2.4 NM</div><div>RWY 14</div><div>* 2.4 NM to RWY 14</div><div>* LNAV only.</div></div> |         |              |                         |                         |
| CATEGORY  | A       | B            | C                       | D                       |
| LPV DA  | 955/40  |              | 250 (300-¾)             |                         |
| LNAV/VNAV DA  | 1511-2½ |              | 806 (900-2½)            |                         |
| LNAV MDA  | 1520/40 | 815 (900-¾)  | 1520-1⅞                 | 815 (900-1⅞)            |
| CIRCLING  | 1580-1¼ | 875 (900-1¼) | 1580-2½<br>875 (900-2½) | 1580-2¾<br>875 (900-2¾) |



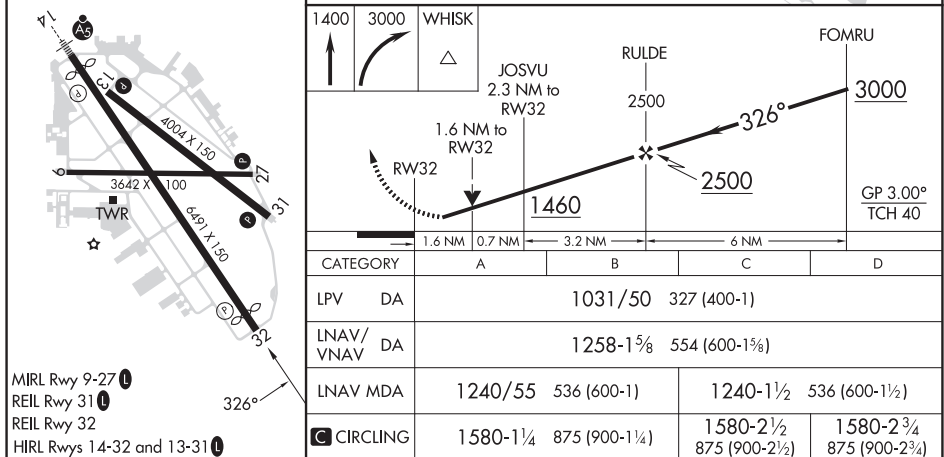
NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 32

## ST PAUL DOWNTOWN HOLMAN FLD (STP)

|                       |  |  |                           |                            |                         |
|-----------------------|--|--|---------------------------|----------------------------|-------------------------|
| ATIS<br><b>118.35</b> | MINNEAPOLIS APP CON<br><b>121.2 335.65</b> | ST. PAUL TOWER ★<br><b>119.1(CTAF) 0 257.8</b> | GND CON<br><b>121.675</b> | CLNC DEL<br><b>121.675</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|--|---------------------------|----------------------------|-------------------------|



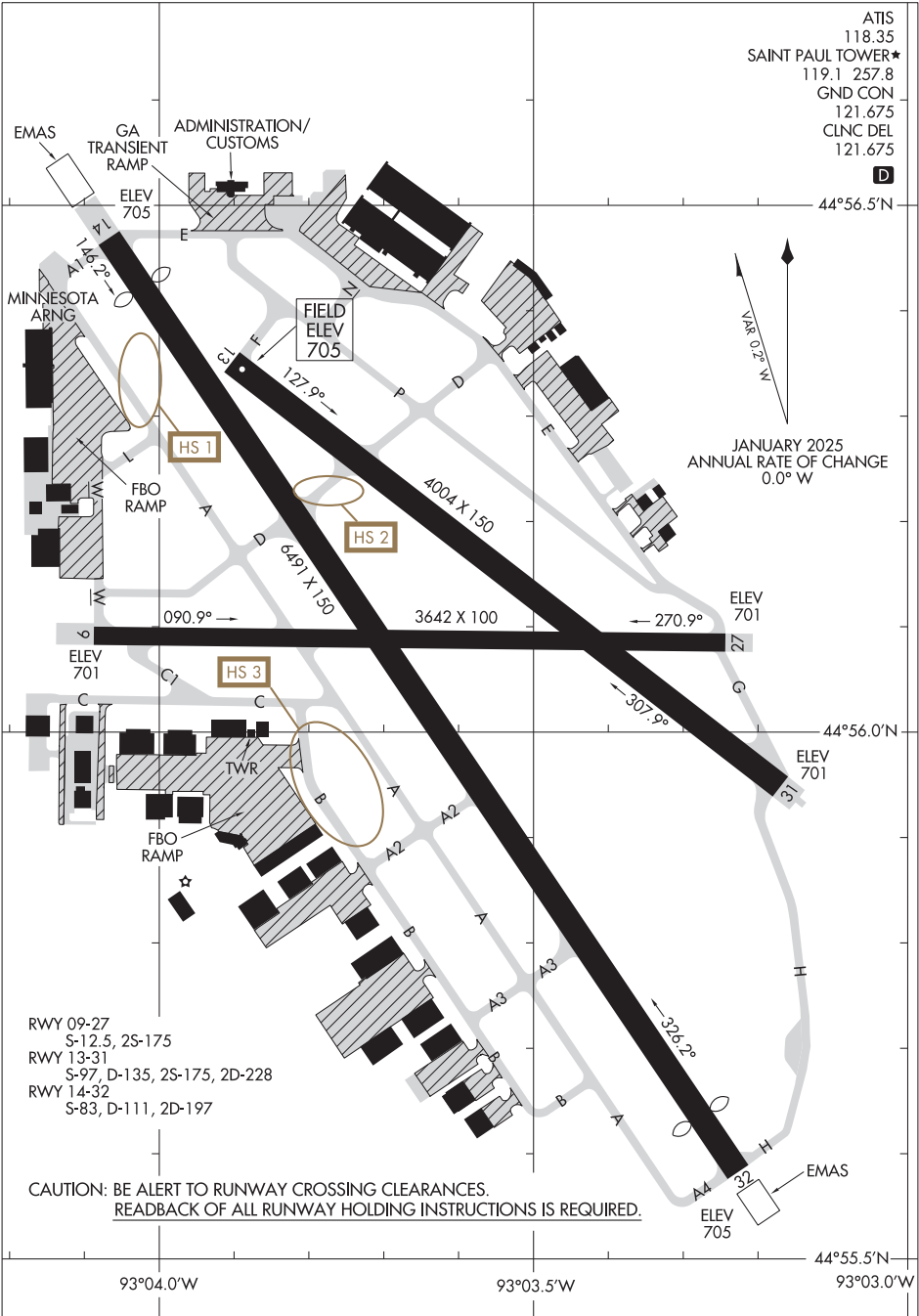
ST PAUL DOWNTOWN HOLMAN FLD (STP)

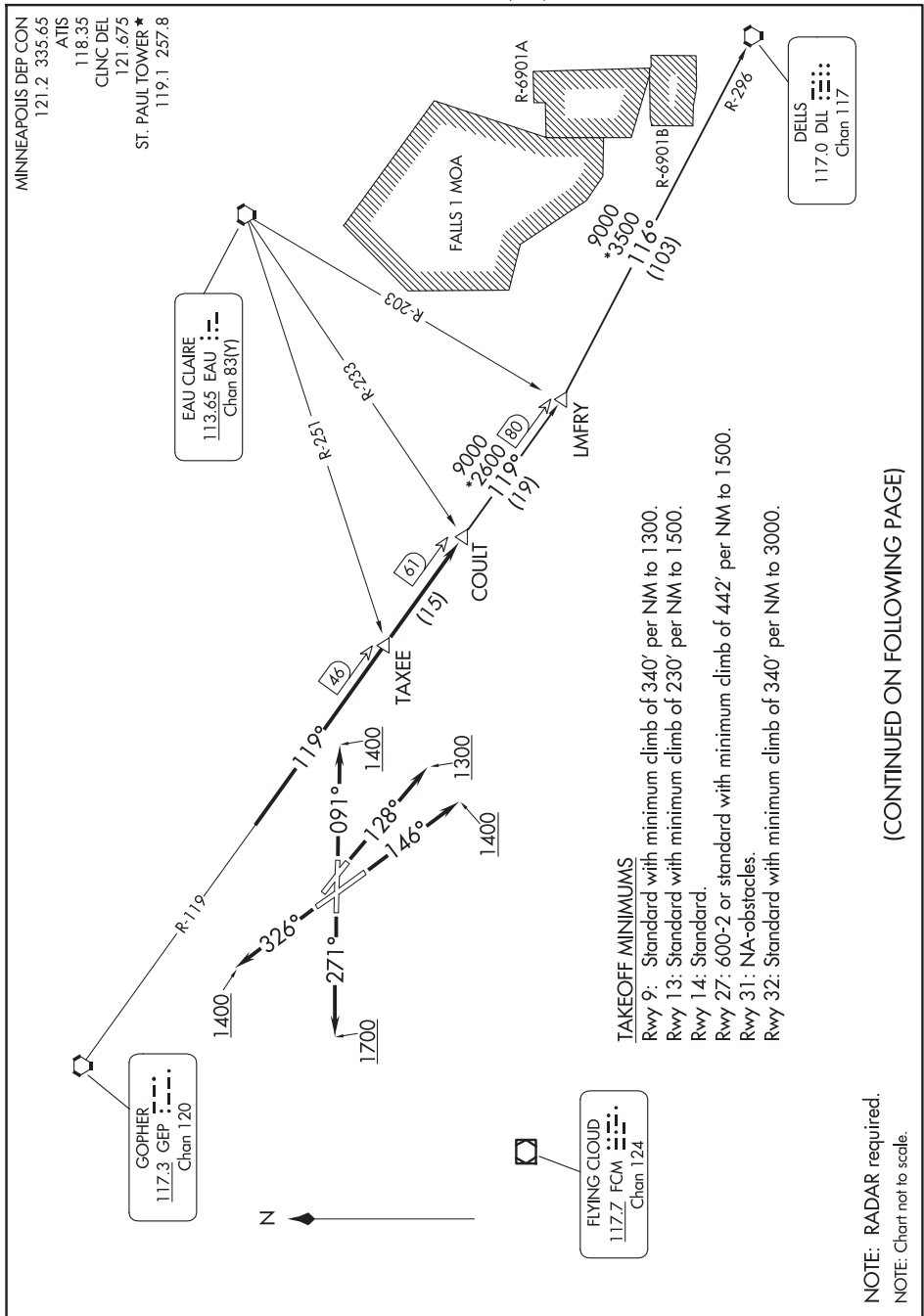
44°56'N-93°04'W

RNAV (GPS) RWY 32

NC-1, 12 JUN 2025 to 07 AUG 2025







(CONTINUED ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

NC-1, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 9: Climb heading 091° to 1400 for RADAR vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence . . . .
- TAKEOFF RUNWAY 13: Climb heading 128° to 1300 for RADAR vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence . . . .
- TAKEOFF RUNWAY 14: Climb heading 146° to 1400 for RADAR vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence . . . .
- TAKEOFF RUNWAY 27: Climb heading 271° to 1700 for RADAR vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence . . . .
- TAKEOFF RUNWAY 32: Climb heading 326° to 1400 for RADAR vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence . . . .

. . . . on transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

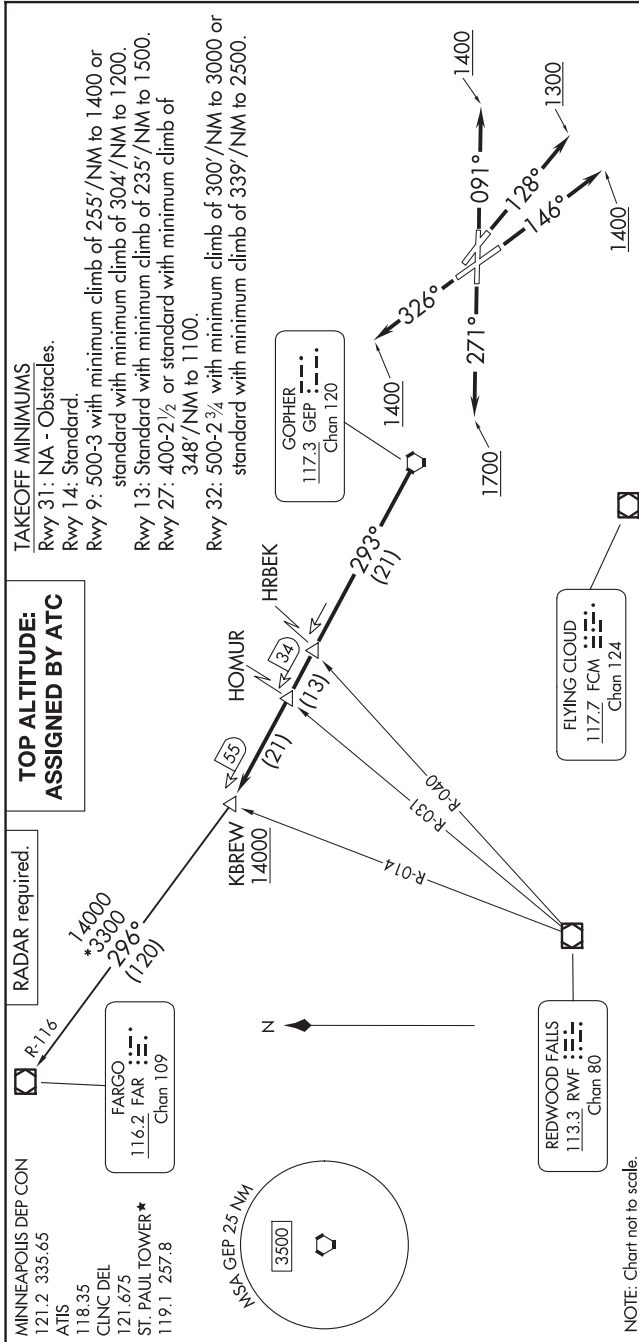
DELLS TRANSITION (COULT7.DLL): From over COULT INT on GEP R-119 to LMFY INT then on DLL R-296 to DLL VORTAC.

(KBREW2.KBREW) 24137  
KBREW TWO DEPARTURE

AL-263 (FAA)

ST PAUL DOWNTOWN HOLMAN FLD (STP)  
ST. PAUL, MINNESOTA

NC-1, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 091° to 1400 for RADAR vectors to GEP VORTAC then on depicted route to KBREW, thence. . . .  
TAKEOFF RUNWAY 13: Climb on heading 128° to 1300 for RADAR vectors to GEP VORTAC then on depicted route to KBREW, thence. . . .  
TAKEOFF RUNWAY 14: Climb on heading 146° to 1400 for RADAR vectors to GEP VORTAC then on depicted route to KBREW, thence. . . .  
TAKEOFF RUNWAY 27: Climb on heading 271° to 1700 for RADAR vectors to GEP VORTAC then on depicted route to KBREW, thence. . . .  
TAKEOFF RUNWAY 32: Climb on heading 326° to 1400 for RADAR vectors to GEP VORTAC then on depicted route to KBREW, thence. . . .  
. . . on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

**FARGO TRANSITION (KBREW2.FAR):** From over KBREW on FAR R-116 to FAR VOR/DME.

KBREW TWO DEPARTURE  
(KBREW2.KBREW) 16MAY24

ST. PAUL, MINNESOTA  
ST PAUL DOWNTOWN HOLMAN FLD (STP)

NC-1, 12 JUN 2025 to 07 AUG 2025

## ORSKY THREE DEPARTURE

ST PAUL DOWNTOWN HOLMAN FLD (STP)

ST PAUL, MINNESOTA

MINNEAPOLIS DEP CON

121.2 335.65

## ATIS

118.35

CLNC DEL

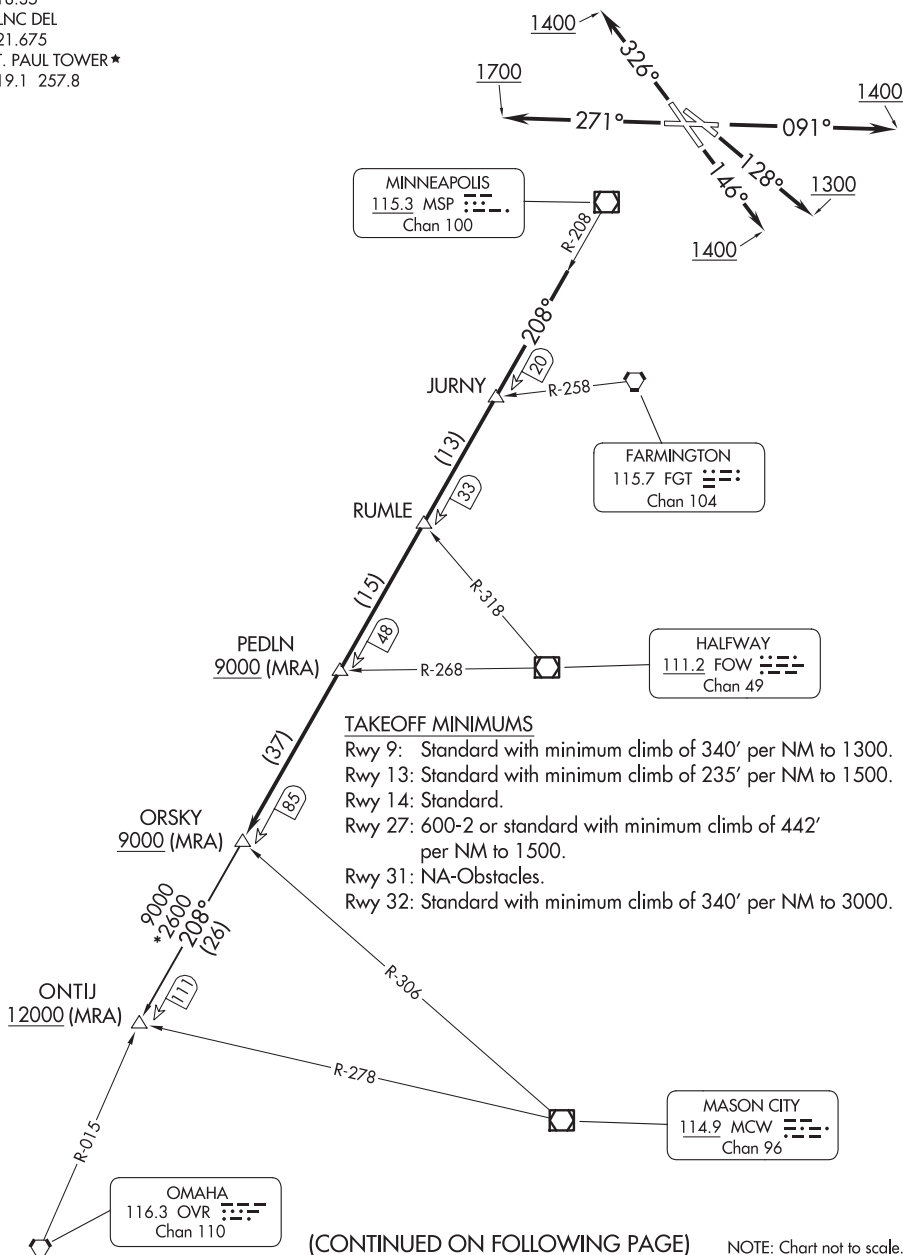
121.675

ST. PAUL TOWER ★

119.1 257.8

RADAR required.

**TOP ALTITUDE:  
ASSIGNED BY ATC**



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## ORSKY THREE DEPARTURE

(ORSKY3.ORSKY) 08SEP22

ST PAUL, MINNESOTA

ST PAUL DOWNTOWN HOLMAN FLD (STP)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 091° to 1400 for RADAR vectors to assigned fix on MSP R-208, then on depicted route to ORSKY. Thence . . . .

TAKEOFF RUNWAY 13: Climb on heading 128° to 1300 for RADAR vectors to assigned fix on MSP R-208, then on depicted route to ORSKY. Thence . . . .

TAKEOFF RUNWAY 14: Climb on heading 146° to 1400 for RADAR vectors to assigned fix on MSP R-208, then on depicted route to ORSKY. Thence . . . .

TAKEOFF RUNWAY 27: Climb on heading 271° to 1700 for RADAR vectors to assigned fix on MSP R-208, then on depicted route to ORSKY. Thence . . . .

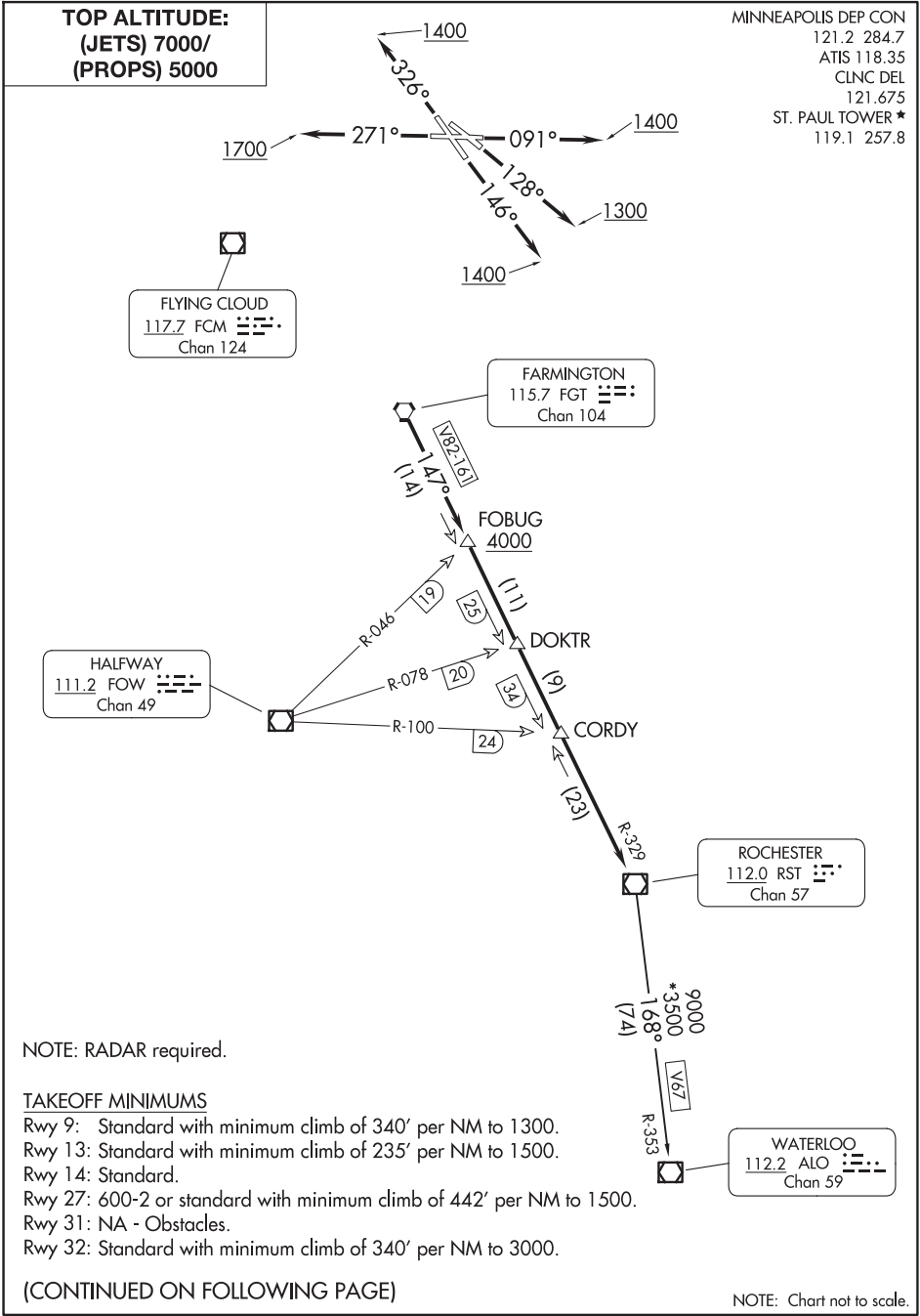
TAKEOFF RUNWAY 32: Climb on heading 326° to 1400 for RADAR vectors to assigned fix on MSP R-208, then on depicted route to ORSKY. Thence . . . .

. . . .on transition or assigned route. Expect filed altitude 10 minutes after departure.

ONTIJ TRANSITION (ORSKY3.ONTIJ): From over ORSKY INT on MSP R-208 to ONTIJ INT.

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NC-1, 12 JUN 2025 to 07 AUG 2025



(RST1.RST) 21112

ROCHESTER ONE DEPARTURE

ST PAUL DOWNTOWN HOLMAN FLD (STP)

AL-263 (FAA)

ST. PAUL, MINNESOTA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 091° to 1400 for RADAR vectors to FGT VORTAC then on FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/FGT 14 DME at or above 4000, thence . . . .

TAKEOFF RUNWAY 13: Climb heading 128° to 1300 for RADAR vectors to FGT VORTAC then on FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/FGT 14 DME at or above 4000, thence . . . .

TAKEOFF RUNWAY 14: Climb heading 146° to 1400 for RADAR vectors to FGT VORTAC then on FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/FGT 14 DME at or above 4000, thence . . . .

TAKEOFF RUNWAY 27: Climb heading 271° to 1700 for RADAR vectors to FGT VORTAC then on FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/FGT 14 DME at or above 4000, thence . . . .

TAKEOFF RUNWAY 32: Climb heading 326° to 1400 for RADAR vectors to FGT VORTAC then on FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/FGT 14 DME at or above 4000, thence . . . .

. . . .on assigned transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

WATERLOO TRANSITION (RST1.ALO): From over RST VOR/DME on RST R-168 and ALO R-353 to ALO VOR/DME.

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NC-1, 12 JUN 2025 to 07 AUG 2025

ROCHESTER ONE DEPARTURE

(RST1.RST) 13SEP18

ST. PAUL, MINNESOTA

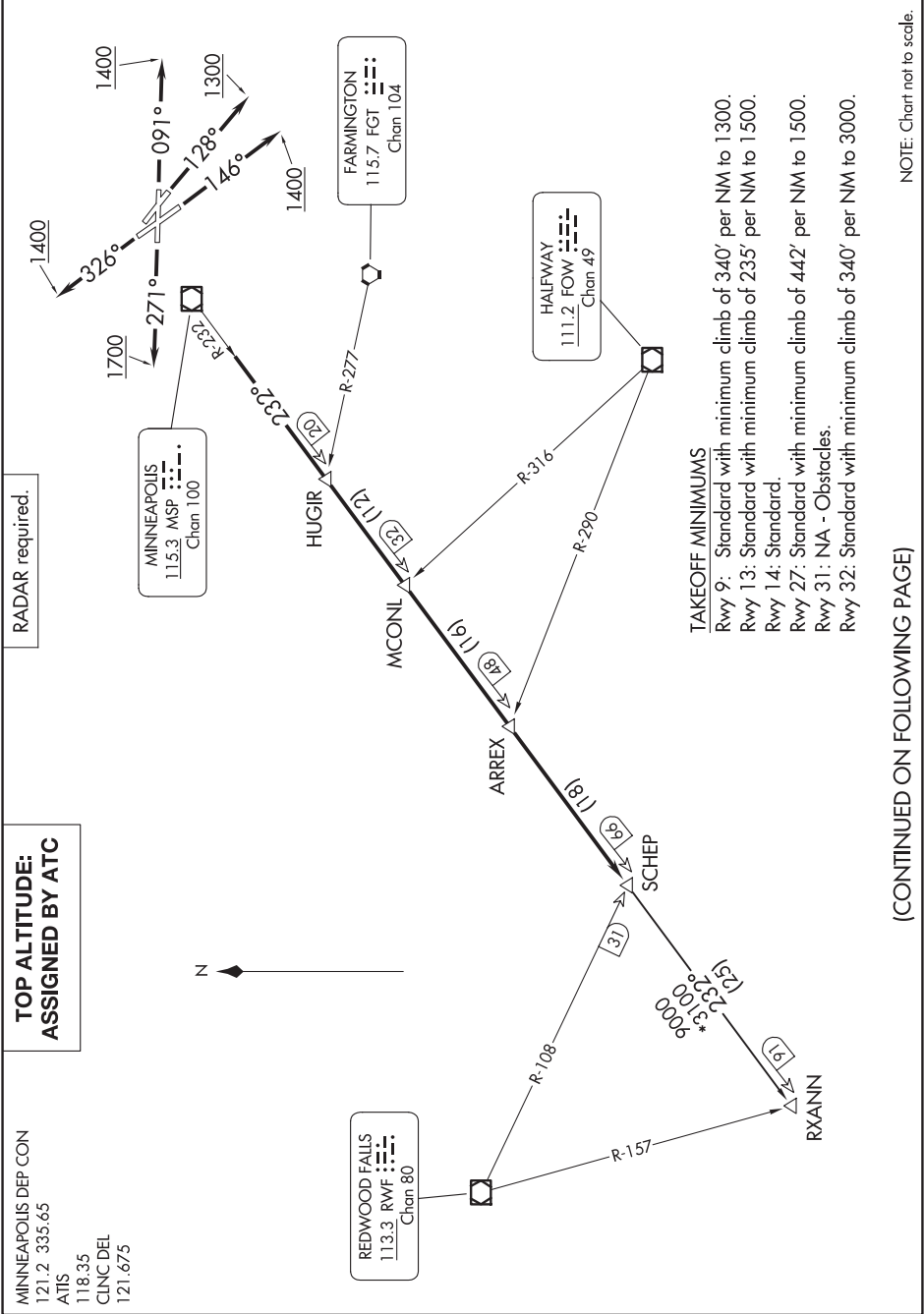
ST PAUL DOWNTOWN HOLMAN FLD (STP)



(SCHEP1 .SCHEP) 23334  
SCHEP ONE DEPARTURE

ST PAUL DOWNTOWN HOLMAN FLD (STP)  
AL-263 (FAA) ST. PAUL, MINNESOTA

NC-1, 12 JUN 2025 to 07 AUG 2025



SCHEP ONE DEPARTURE  
(SCHEP1 .SCHEP) 08SEP22

ST. PAUL, MINNESOTA  
ST PAUL DOWNTOWN HOLMAN FLD (STP)

(CONTINUED ON FOLLOWING PAGE)

NC-1, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 091° to 1400 for RADAR vectors to assigned fix on MSP R-232, then on depicted route to SCHEP, thence . . . .

TAKEOFF RUNWAY 13: Climb on heading 128° to 1300 for RADAR vectors to assigned fix on MSP R-232, then on depicted route to SCHEP, thence . . . .

TAKEOFF RUNWAY 14: Climb on heading 146° to 1400 for RADAR vectors to assigned fix on MSP R-232, then on depicted route to SCHEP, thence . . . .

TAKEOFF RUNWAY 27: Climb on heading 271° to 1700 for RADAR vectors to assigned fix on MSP R-232, then on depicted route to SCHEP, thence . . . .

TAKEOFF RUNWAY 32: Climb on heading 326° to 1400 for RADAR vectors to assigned fix on MSP R-232, then on depicted route to SCHEP, thence . . . .

. . . .on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

RXANN TRANSITION (SCHEP1.RXANN): From over SCHEP INT on MSP R-232 to RXANN INT.

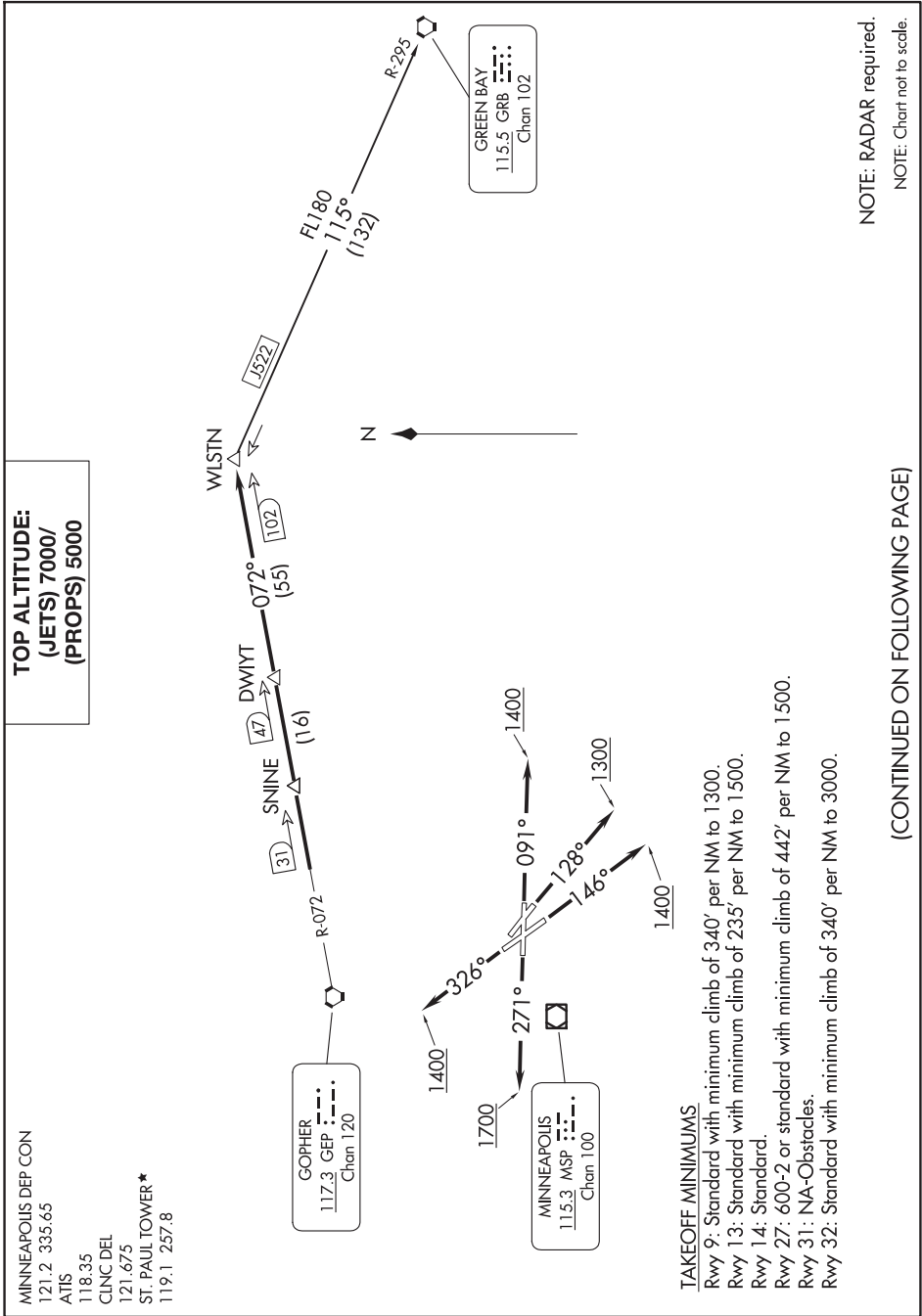
NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

(WLSTN7.WLSTN) 23334  
WLSTN SEVEN DEPARTURE

ST PAUL DOWNTOWN HOLMAN FLD (STP)  
AL-263 (FAA) ST. PAUL, MINNESOTA



(WLSTN7.WLSTN) 17AUG17  
WLSTN SEVEN DEPARTURE

ST. PAUL, MINNESOTA  
ST PAUL DOWNTOWN HOLMAN FLD (STP)

NC-1, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 091° to 1400 for RADAR vectors to GEP R-072 to WLSTN/GEP 102 DME, thence . . . .

TAKEOFF RUNWAY 13: Climb heading 128° to 1300 for RADAR vectors to GEP R-072 to WLSTN/GEP 102 DME, thence . . . .

TAKEOFF RUNWAY 14: Climb heading 146° to 1400 for RADAR vectors to GEP R-072 to WLSTN/GEP 102 DME, thence . . . .

TAKEOFF RUNWAY 27: Climb heading 271° to 1700 for RADAR vectors to GEP R-072 to WLSTN/GEP 102 DME, thence. . . .

TAKEOFF RUNWAY 32: Climb heading 326° to 1400 for RADAR vectors to GEP R-072 to WLSTN/GEP 102 DME, thence . . . .

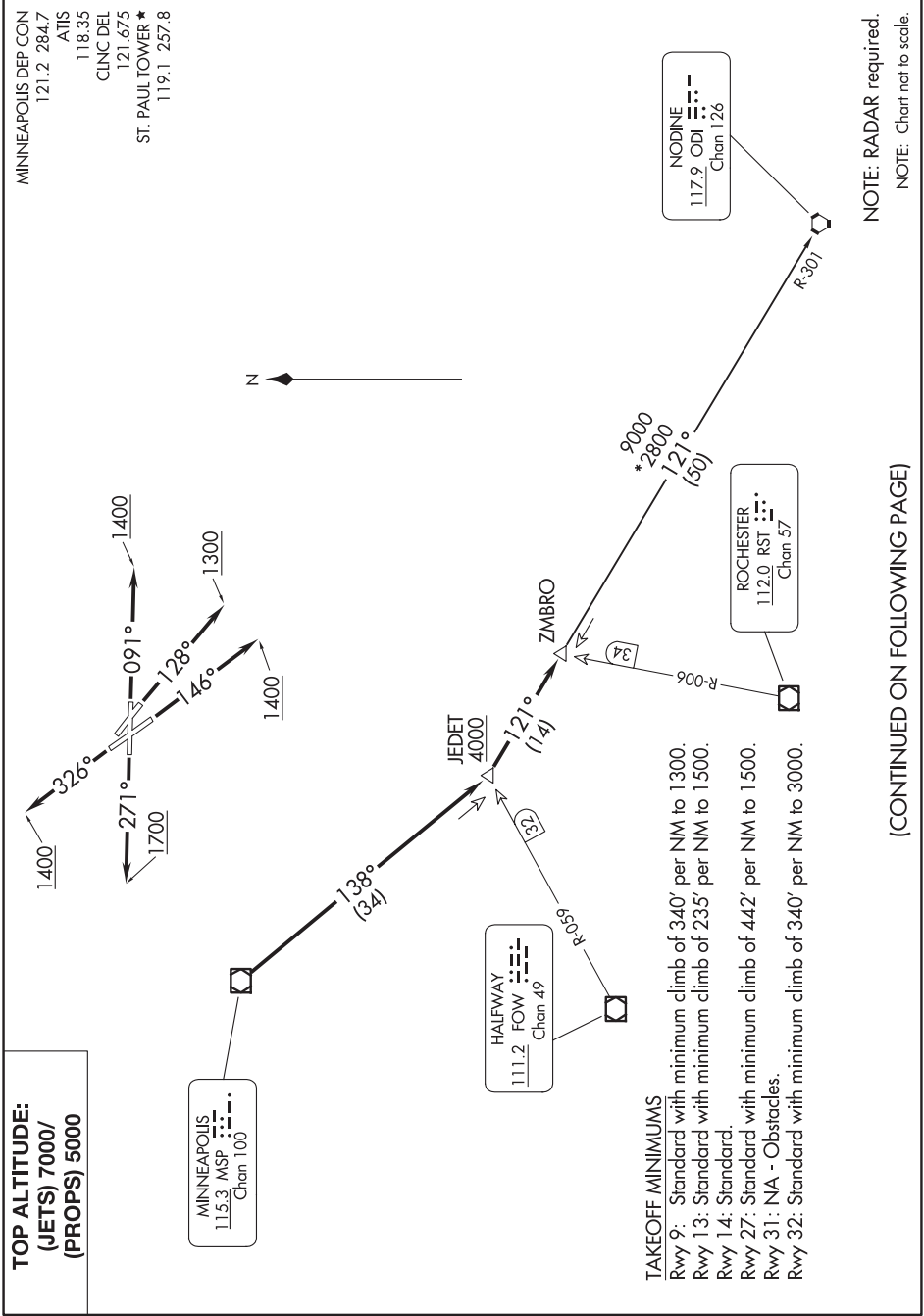
. . . .on assigned transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

GREEN BAY TRANSITION (WLSTN7.GRB): From over WLSTN on GRB R-295 to GRB VORTAC.

(ZMBRO7.ZMBRO) 23334  
ZMBRO SEVEN DEPARTURE

AL-263 (FAA) ST PAUL DOWNTOWN HOLMAN FLD (STP)  
ST. PAUL, MINNESOTA

NC-1, 12 JUN 2025 to 07 AUG 2025



ZMBRO SEVEN DEPARTURE  
(ZMBRO7.ZMBRO) 17AUG17

ST. PAUL, MINNESOTA  
ST PAUL DOWNTOWN HOLMAN FLD (STP)

(CONTINUED ON FOLLOWING PAGE)

NC-1, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 091° to 1400 for RADAR vectors to MSP VOR/DME then on MSP R-138 to cross JEDET INT/MSP 34 DME, at or above 4000; then on ODI R-301 to ZMBRO INT/ODI 50 DME, thence . . . .

TAKEOFF RUNWAY 13: Climb heading 128° to 1300 for RADAR vectors to MSP VOR/DME then on MSP R-138 to cross JEDET INT/MSP 34 DME, at or above 4000; then on ODI R-301 to ZMBRO INT/ODI 50 DME, thence . . . .

TAKEOFF RUNWAY 14: Climb heading 146° to 1400 for RADAR vectors to MSP VOR/DME then on MSP R-138 to cross JEDET INT/MSP 34 DME, at or above 4000; then on ODI R-301 to ZMBRO INT/ODI 50 DME, thence . . . .

TAKEOFF RUNWAY 27: Climb heading 271° to 1700 for RADAR vectors to MSP VOR/DME then on MSP R-138 to cross JEDET INT/MSP 34 DME, at or above 4000; then on ODI R-301 to ZMBRO INT/ODI 50 DME, thence . . . .

TAKEOFF RUNWAY 32: Climb heading 326° to 1400 for RADAR vectors to MSP VOR/DME then on MSP R-138 to cross JEDET INT/MSP 34 DME, at or above 4000; then on ODI R-301 to ZMBRO INT/ODI 50 DME, thence . . . .

. . . .on assigned transition or route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

NODINE TRANSITION (ZMBRO7.ODI): From over ZMBRO on ODI R-301 to ODI VORTAC.

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **97636**  
**W14A**

APP CRS  
**148°**

Rwy Idg  
TDZE **1242**  
Apt Elev **1242**

**RNAV (GPS) RWY 14**

SAUK CENTRE MUNI (D39)

RNP APCH -GPS.

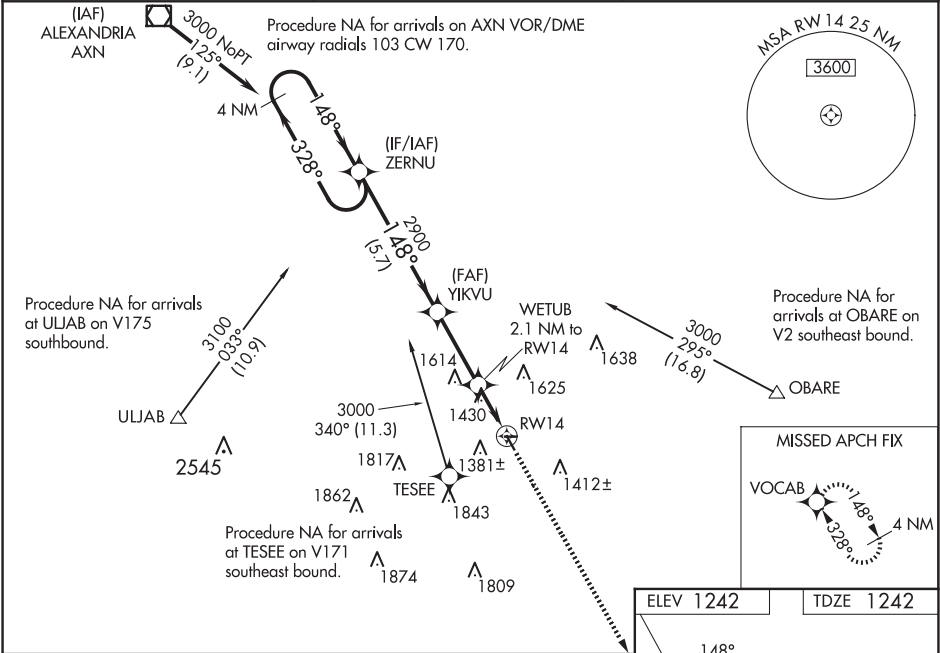
▼

▲

Baro-VNAV NA when using Glenwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. VDP NA with Glenwood altimeter setting. When local altimeter setting not received, use Glenwood altimeter setting and increase all DA/MDA 60 feet, increase LNAV/VNAV all Cats visibility ½ mile. Rwy 14 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy 8 and 26.

MISSED APPROACH:  
Climb to 3000 direct  
VOCAB and hold.

|                          |  |                       |
|--------------------------|--|-----------------------|
| AWOS-3<br><b>118.475</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | CTAF<br><b>122.90</b> |
|--------------------------|--|-----------------------|



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 23).

3000

GP 3.00° TCH 40

ZERNU

YIKVU

WETUB 2.1 NM to RW14

VOCAB

\*1940

\*148°

2404 X 120

320°/175

REIL Rwy 14 and 32

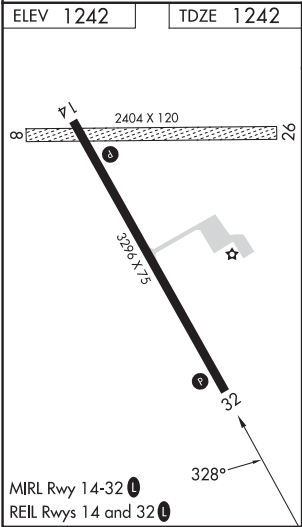
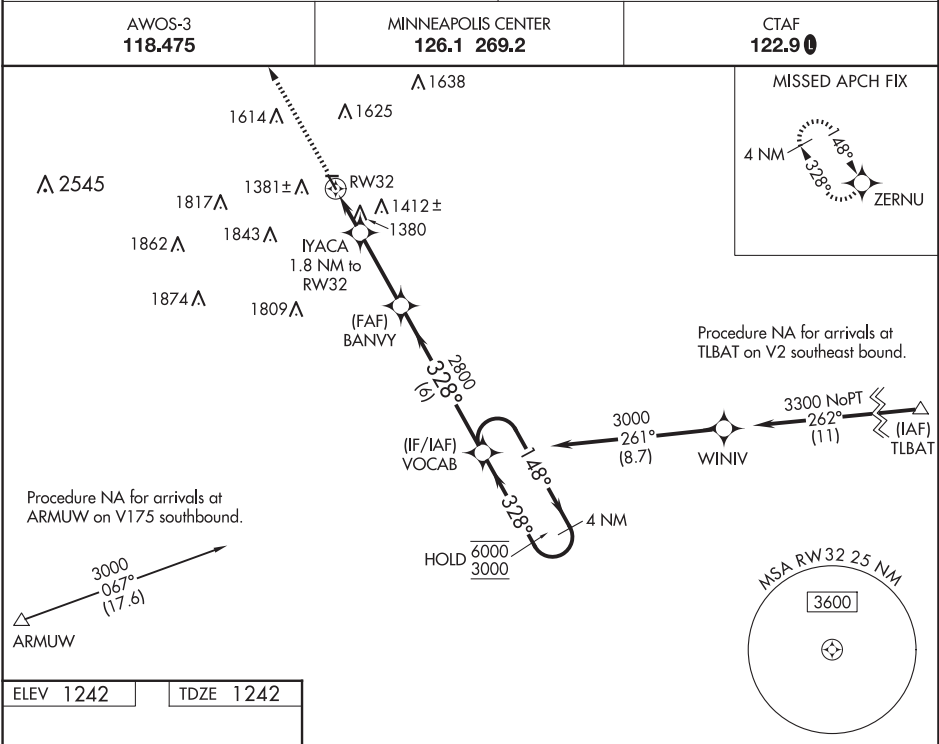
MIRL Rwy 14-32

| CATEGORY      | A                     | B                     | C | D  |
|---------------|-----------------------|-----------------------|---|----|
| LPV DA        | 1492-1                | 250 (300-1)           |   | NA |
| LNAV/ VNAV DA | 1500-1                | 258 (300-1)           |   | NA |
| LNAV MDA      | 1680-1                | 438 (500-1)           |   | NA |
| CIRCLING      | 1700-1<br>458 (500-1) | 1740-1<br>498 (500-1) |   | NA |

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>56622</b><br><b>W32A</b> | APP CRS<br><b>328°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3296</b><br><b>1242</b><br><b>1242</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 32  
SAUK CENTRE MUNI (D39)

|   |   |
|---|---|
| RNP APCH - GPS.   | MISSED APPROACH: Climb to 3000 direct ZERNU and hold. |
| <p>⚠ Circling NA to Rwys 8 and 26. Rwy 32 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</p> |   |



|              |                    |  |       |                      |
|--------------|--------------------|--|-------|----------------------|
| 3000         | ZERNU              | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 22). | VOCAB | 4 NM Holding Pattern |
| 1840         | 1840               | 1840   | 2800  | 2800                 |
| 1.8 NM       | 3 NM               | 6 NM   |       |                      |
| CATEGORY     | A                  | B  | C     | D                    |
| LPV DA       | 1492-1             | 250 (300-1)  | NA    | NA                   |
| LNAV/VNAV DA | 1693-1 3/8         | 451 (500-1 3/8)  | NA    | NA                   |
| LNAV MDA     | 1680-1             | 438 (500-1)  | NA    | NA                   |
| CIRCLING     | 1700-1 458 (500-1) | 1740-1 498 (500-1)   | NA    | NA                   |





SIOUX FALLS, SOUTH DAKOTA

AL-396 (FAA)

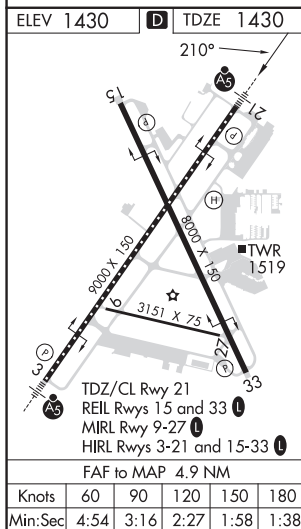
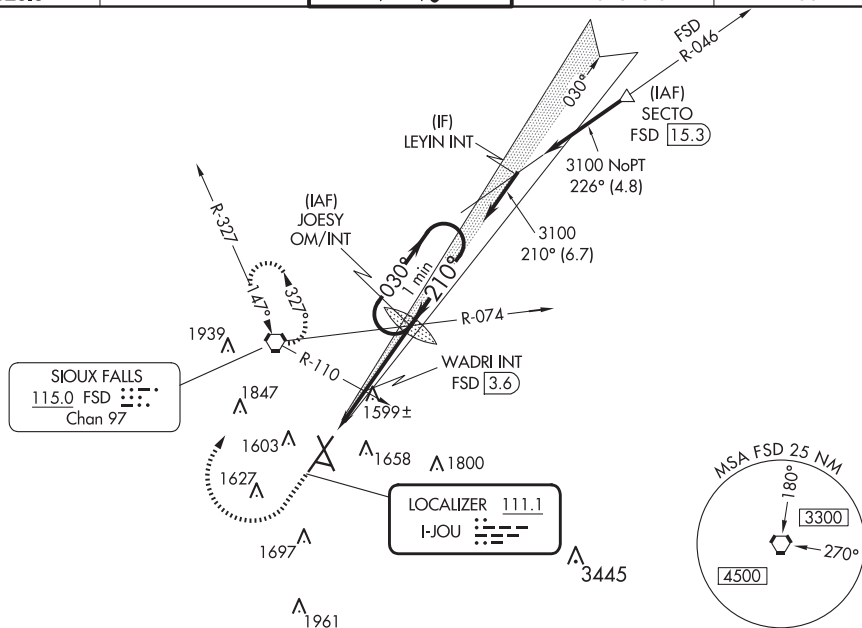
25051








|                           |                        |   |
|---------------------------|------------------------|---|
| LOC I-JOU<br><b>111.1</b> | APP CRS<br><b>210°</b> | Rwy Idg <b>8999</b><br>TDZE <b>1430</b><br>Apt Elev <b>1430</b> |
|---------------------------|------------------------|---|

# ILS or LOC RWY 21

JOE FOSS FLD (FSD)

|   |   |  |   |                                     |
|---|---|--|---|-------------------------------------|
| <div><div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div><div>ASR</div><div><div></div><div></div><div></div></div><div>-31°C</div></div> <div>For inoperative MALSR increase S-ILS all Cats visibility to ¾ mile, increase S-LOC 21 Cat C/D visibility to 1½ mile. When using WADRI FIX minimums, increase S-LOC 21 Cat C/D visibility to 1 mile.</div> <div><div><div><div></div><div></div><div></div></div><div>MALSR</div><div><div></div><div></div><div></div></div></div><div>MISSED APPROACH: Climb to 3400 then right turn direct FSD VORTAC and hold.</div></div> |   |  |   |                                     |
| <div>ATIS</div> <div>126.6</div>  | <div>SIOUX FALLS APP CON ★</div> <div>125.8 284.725</div> | <div>SIOUX FALLS TOWER ★</div> <div>118.3 (CTAF) 0 257.8</div> | <div>GND CON</div> <div>121.9 348.6</div> | <div>UNICOM</div> <div>122.95</div> |



|  |  |   |                            |                         |
|--|--|---|----------------------------|-------------------------|
| 3400   | FSD  | JOESY OM/INT  | One Minute Holding Pattern |                         |
|            |  |  |                            |                         |
| *LOC only.   | WADRI INT FSD 3.6  | 3047  | 030° → 3100                |                         |
|           | 2100*  |  | ← 210°                     | 3100                    |
| 2 NM   |  | 2.9 NM  | GS 3.00°<br>TCH 49         |                         |
| CATEGORY   | A  | B   | C                          | D                       |
| S-ILS 21   | 1630/18 200 (200-½)  |   |                            |                         |
| S-LOC 21   | 2100/24  | 670 (700-½)   | 2100-1½                    | 670 (700-1½)            |
|  CIRCLING | 2100-1   | 670 (700-1)   | 2100-1¾<br>670 (700-1¾)    | 2200-2½<br>770 (800-2½) |
| WADRI FIX MINIMUMS   |  |   |                            |                         |
| S-LOC 21   | 1800/24  | 370 (400-½)   | 1800/35                    | 370 (400-¾)             |
|  CIRCLING | 1960-1<br>530 (600-1)  | 1980-1<br>550 (600-1)   | 2060-1¾<br>630 (700-1¾)    | 2200-2½<br>770 (800-2½) |

SIOUX FALLS, SOUTH DAKOTA

Amdt 10C 18JUN20

43°35'N-96°45'W

# ILS or LOC RWY 21

JOE FOSS FLD (FSD)

NC-1, 12 JUN 2025 to 07 AUG 2025

SIoux FALLS, SOUTH DAKOTA

AL-396 (FAA)

25051

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>97722</b><br><b>W03A</b> | APP CRS<br><b>030°</b> | Rwy Idg <b>8999</b><br>TDZE <b>1424</b><br>Apt Elev <b>1430</b> |
|--|------------------------|---|

RNAV (GPS) RWY 3  
JOE FOSS FLD (FSD)

RNP APCH - GPS.



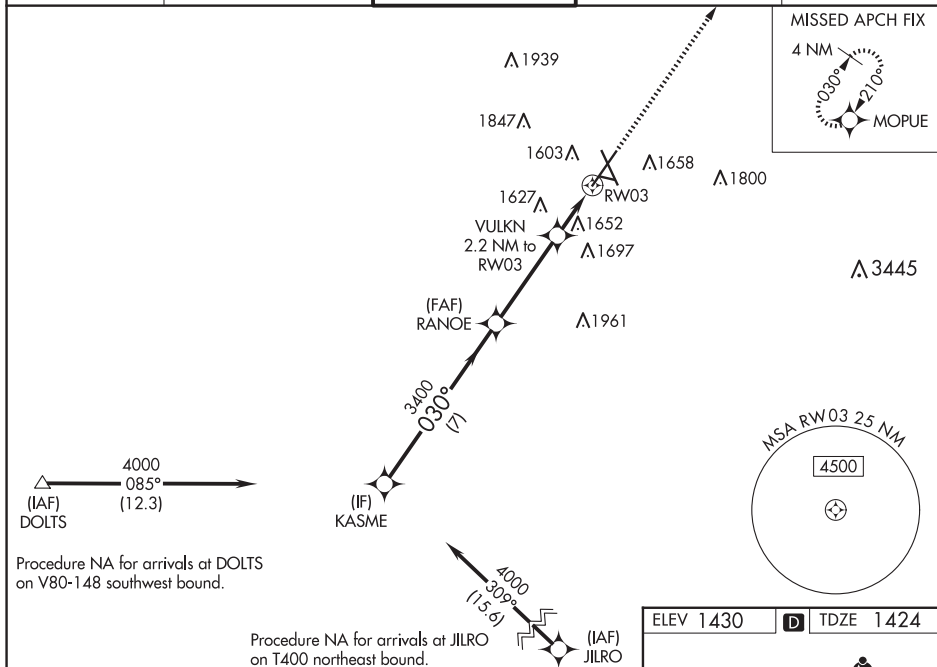
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C/D visibility to  $1\frac{3}{8}$  SM.

MALSR

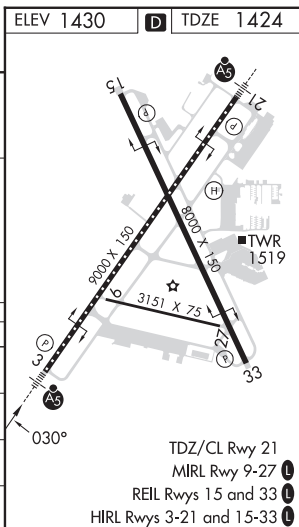


**MISSED APPROACH:** Climb to 4000  
direct MOPUE and hold.

|               |                                       |  |                        |                  |
|---------------|---------------------------------------|--|------------------------|------------------|
| ATIS<br>126.6 | SIoux FALLS APP CON*<br>125.8 284.725 | SIoux FALLS TOWER*<br>118.3 (CTAF) 0 257.8 | GND CON<br>121.9 348.6 | UNICOM<br>122.95 |
|---------------|---------------------------------------|--|------------------------|------------------|



| CATEGORY     | A       | B           | C                       | D                       |
|--------------|---------|-------------|-------------------------|-------------------------|
| LPV DA       | 1674/24 | 250 (300-½) |                         |                         |
| LNAV/VNAV DA | 1741/24 | 317 (400-½) |                         |                         |
| LNAV MDA     | 1920/24 | 496 (500-½) | 1920/50                 | 496 (500-1)             |
| CIRCLING     | 1980-1  | 550 (600-1) | 2060-1¾<br>630 (700-1¾) | 2200-2½<br>770 (800-2½) |



SIoux FALLS, SOUTH DAKOTA

Amdt 1E 15JUN23

43°35'N-96°45'W

563

JOE FOSS FLD (FSD)

## RNAV (GPS) RWY 3

NC-1, 12 JUN 2025 to 07 AUG 2025

|                        |   |
|------------------------|---|
| APP CRS<br><b>098°</b> | Rwy Idg<br>TDZE <b>1424</b><br>Apt Elev <b>1430</b> |
|------------------------|---|

RNAV (GPS) RWY 9

JOE FOSS FLD (FSD)

RNP APCH - GPS.

T

A

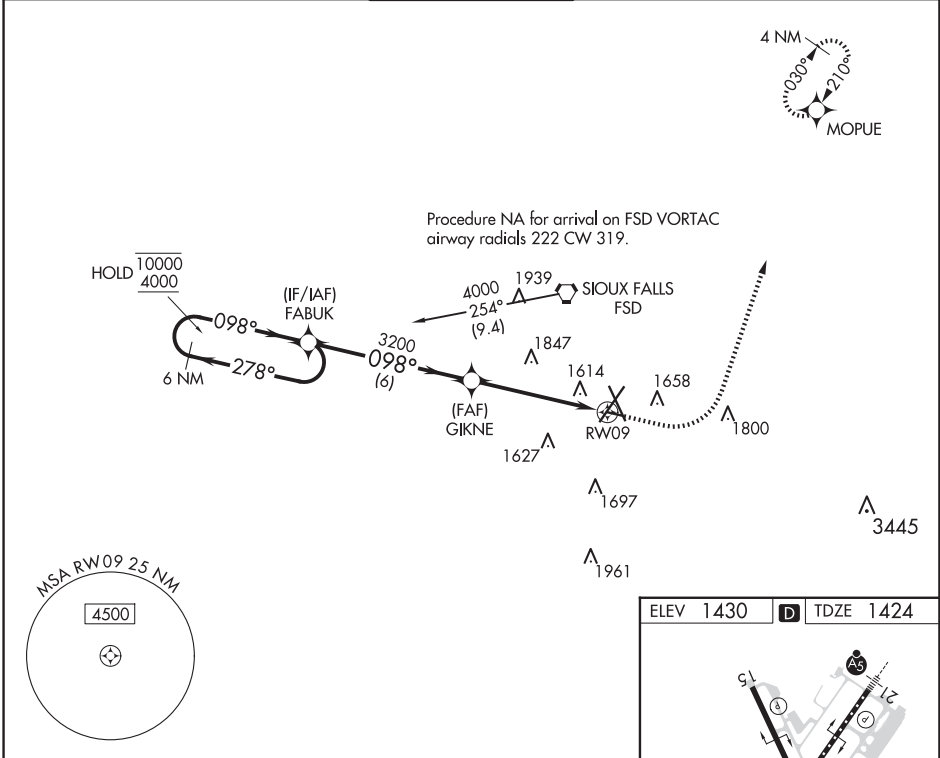
ASR

❄ -31°C

Rwy 9 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct MOPUE and hold.

|                      |  |   |                               |                         |
|----------------------|--|---|-------------------------------|-------------------------|
| ATIS<br><b>126.6</b> | SIoux FALLS APP CON*<br><b>125.8 284.725</b> | SIoux FALLS TOWER*<br><b>118.3 (CTAF) 257.8</b> | GND CON<br><b>121.9 348.6</b> | UNICOM<br><b>122.95</b> |
|----------------------|--|---|-------------------------------|-------------------------|



|   |        |             |    |   |
|---|--------|-------------|----|---|
| <div>6 NM Holding Pattern</div> <div>10000<br/>4000</div> <div>278°</div> <div>098°</div> <div>FABUK</div> <div>098°</div> <div>3200</div> <div>3.27°</div> <div>TCH 40</div> <div>1.5 NM to RW09</div> <div>RW09</div> <div>6 NM</div> <div>3.5 NM</div> <div>1.5 NM</div> |        |             |    |   |
| CATEGORY  | A      | B           | C  | D |
| LNAV MDA  | 2000-1 | 576 (600-1) | NA |   |
| CIRCLING  | 2000-1 | 570 (600-1) | NA |   |

ELEV 1430 TDZE 1424

TDZ/CL Rwy 21  
MRL Rwy 9-27  
REIL Rws 15 and 33  
HIRL Rws 3-21 and 15-33

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

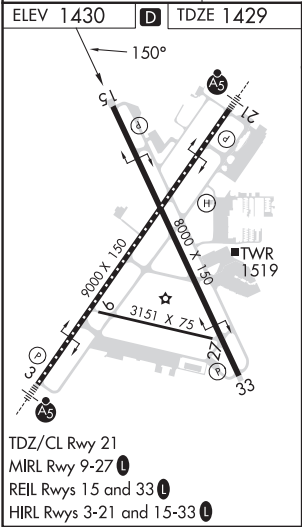
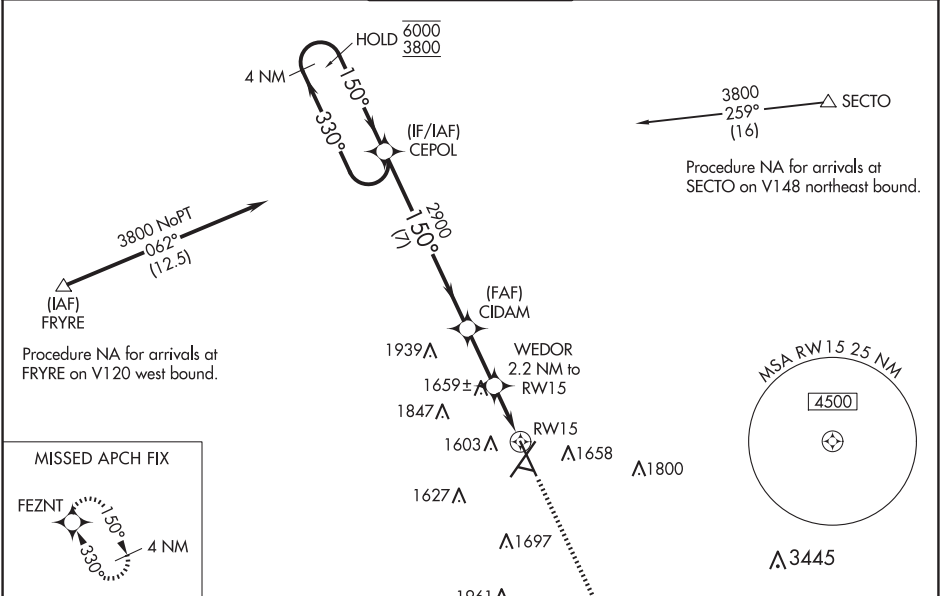
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>90235</b><br><b>W15A</b> | APP CRS<br><b>150°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8000</b><br><b>1429</b><br><b>1430</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 15

JOE FOSS FLD (F'SD)

|   |  |  |
|---|--|--|
| RNP APCH-GPS.   |  | MISSED APPROACH: Climb to 3800<br>direct FEZNT and hold. |
| Rwy 15 helicopter visibility reduction below ¾ SM NA. For uncompensated<br>Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. |  |  |
| ASR<br>-31°C  |  |  |

|                      |   |   |                               |                         |
|----------------------|---|---|-------------------------------|-------------------------|
| ATIS<br><b>126.6</b> | SIoux FALLS APP CON ★<br><b>125.8 284.725</b> | SIoux FALLS TOWER ★<br><b>118.3</b> (CTAF) <b>257.8</b> | GND CON<br><b>121.9 348.6</b> | UNICOM<br><b>122.95</b> |
|----------------------|---|---|-------------------------------|-------------------------|



|                      |             |             |              |                        |       |
|----------------------|-------------|-------------|--------------|------------------------|-------|
| CEPOL                |             | CIDAM       |              | 3800                   | FEZNT |
| 4 NM Holding Pattern |             | 2900        |              | ↑                      | ✦     |
| 6000 ← 330°          |             | 150° →      |              | WEDOR 2.2 NM to RWY 15 |       |
| 3800                 |             | 2900        |              | 1.4 NM to RWY 15       |       |
| GP 3.00°             |             | 2160        |              | RWY 15                 |       |
| TCH 48               |             | 7 NM        |              | 0.8                    |       |
|                      |             | 2.3 NM      |              | 1.4 NM                 |       |
| CATEGORY             | A           | B           | C            | D                      |       |
| LPV DA               | 1839-1⅓     |             | 410 (500-1⅓) |                        |       |
| LNAV/VNAV DA         | 1909-1⅓     |             | 480 (500-1⅓) |                        |       |
| LNAV MDA             | 1920-1      |             | 491 (500-1)  |                        |       |
| CIRCLING             | 1960-1      |             | 2060-1¾      |                        |       |
|                      | 530 (600-1) |             | 630 (700-1¾) |                        |       |
|                      |             | 1980-1      |              | 2200-2½                |       |
|                      |             | 550 (600-1) |              | 770 (800-2½)           |       |

SIoux FALLS, SOUTH DAKOTA

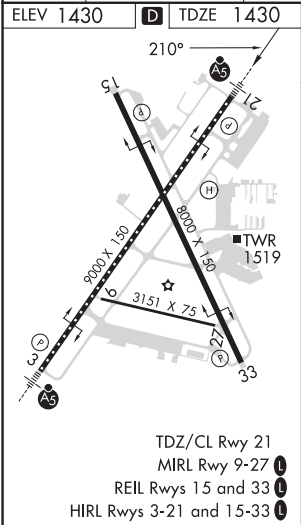
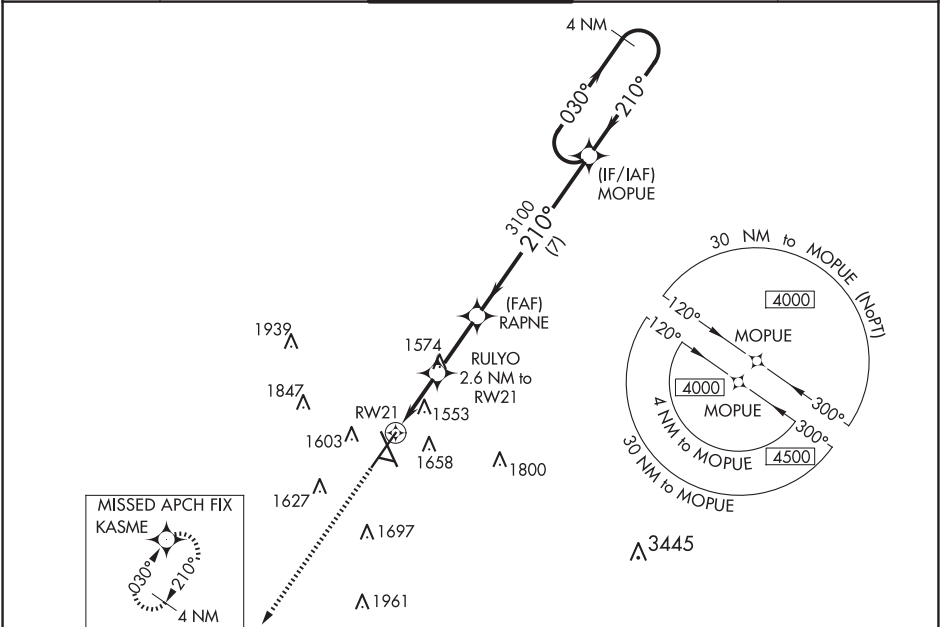
AL-396 (FAA)

25051

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99323</b><br><b>W21A</b> | APP CRS<br><b>210°</b> | Rwy Idg<br>TDZE <b>1430</b><br>Apt Elev <b>1430</b> |
|--|------------------------|---|

RNAV (GPS) RWY 21  
JOE FOSS FLD (FSD)

|   |  |   |                               |  |
|---|--|---|-------------------------------|--|
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LPV all Cats visibility to RVR 4000 and LNAV/VNAV all Cats visibility to RVR 4500. |  |   | MALSR<br>ASR<br>-31°C         | MISSED APPROACH:<br>Climb to 4000 direct KASME and hold. |
| ATIS<br><b>126.6</b>  | SIoux FALLS APP CON*<br><b>125.8 284.725</b> | SIoux FALLS TOWER*<br><b>118.3 (CTAF) 0 257.8</b> | GND CON<br><b>121.9 348.6</b> | UNICOM<br><b>122.95</b>                                  |



|                 |                    |                           |   |
|-----------------|--------------------|---------------------------|---|
| 4000 KASME      |                    | MOPE 4 NM Holding Pattern |   |
| *LNAV only.     |                    | RULYO 2.6 NM to RW21      |   |
| RW21            |                    | RAPNE 3100                |   |
| *1.1 NM to RW21 |                    | *2300                     |   |
| 1.1 NM          |                    | 7 NM                      |   |
| CATEGORY        | A                  | B                         | C   |
| LPV DA          | 1630/18            | 200 (300-1/2)             |   |
| LNAV/VNAV DA    | 1704/24            | 274 (300-1/2)             |   |
| LNAV MDA        | 1820/24            | 390 (400-1/2)             | 1820/35 390 (400-3/4)                                 |
| CIRCLING        | 1960-1 530 (600-1) | 1980-1 550 (600-1)        | 2060-1 3/4 630 (700-1 3/4) 2200-2 1/2 770 (800-2 1/2) |

SIoux FALLS, SOUTH DAKOTA  
Amdt 2 07DEC17

43°35'N-96°45'W

JOE FOSS FLD (FSD)  
RNAV (GPS) RWY 21

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

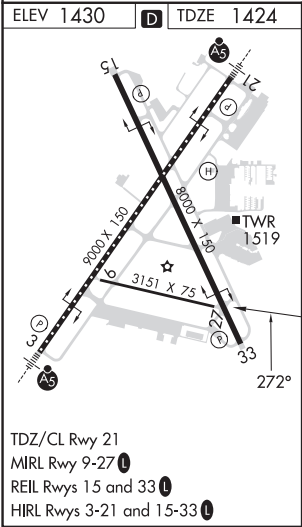
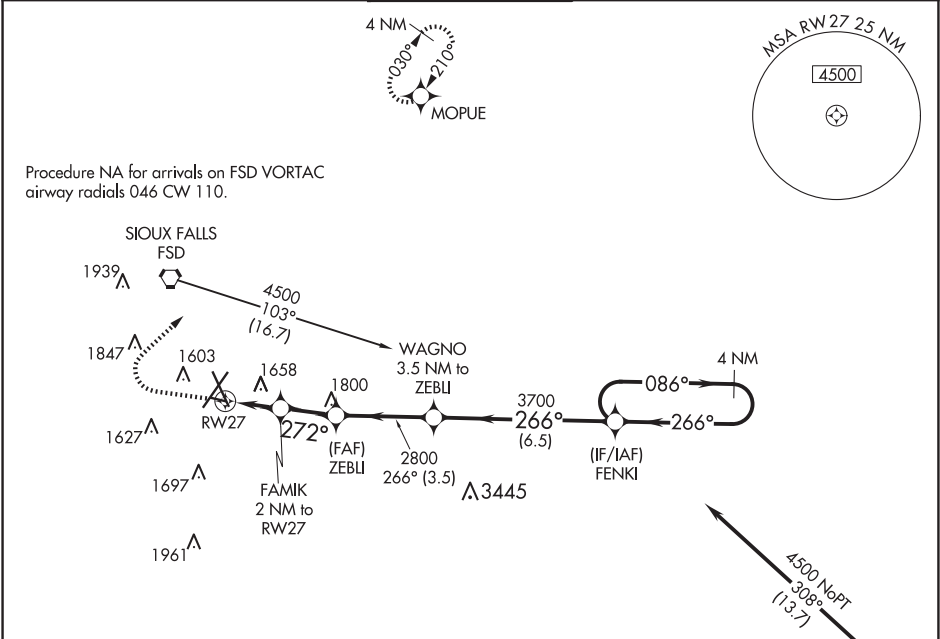
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3151 |
| 272°    | TDZE     | 1424 |
|         | Apt Elev | 1430 |




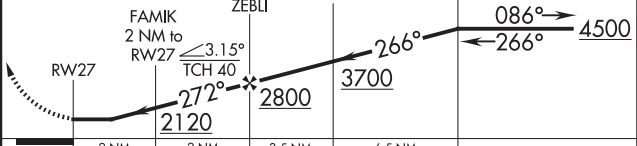

RNAV (GPS) RWY 27

JOE FOSS FLD (FSD)

|           |   |  |
|-----------|---|--|
| RNP APCH. |   | MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MOPUE WP and hold. |
| ASR       | Rwy 27 helicopter visibility reduction below ¾ SM NA. |  |

|       |                      |                    |             |        |
|-------|----------------------|--------------------|-------------|--------|
| ATIS  | SIOUX FALLS APP CON* | SIOUX FALLS TOWER* | GND CON     | UNICOM |
| 126.6 | 125.8 284.725        | 118.3 (CTAF) 257.8 | 121.9 348.6 | 122.95 |



|  |   |   |             |  |    |   |
|--|---|---|-------------|--|----|---|
| 2500   | 4000  | MOPUE   |             |  |    |   |
|           |  |  |             |  |    |   |
|           |   |   |             |  |    |   |
| CATEGORY   | A   |   | B           |  | C  | D |
| LNAV MDA   | 1960-1  |   | 536 (600-1) |  | NA |   |
|  CIRCLING | 1960-1  |   | 1980-1      |  | NA |   |
|  | 530 (600-1)   |   | 550 (600-1) |  |    |   |

SIoux FALLS, SOUTH DAKOTA

AL-396 (FAA)

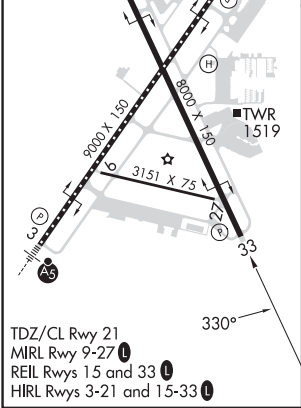
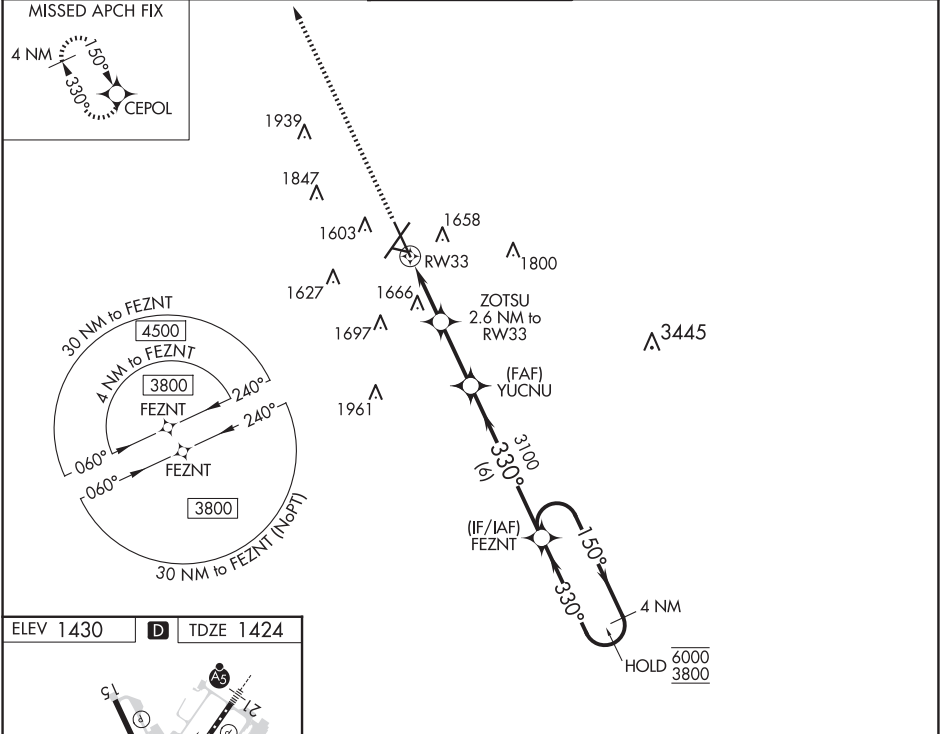
25051

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>40135</b><br><b>W33A</b> | APP CRS<br><b>330°</b> | Rwy Idg<br>TDZE <b>1424</b><br>Apt Elev <b>1430</b> |
|--|------------------------|---|

RNAV (GPS) RWY 33

JOE FOSS FLD (F'SD)

|                      |   |   |                               |                         |
|----------------------|---|---|-------------------------------|-------------------------|
| RNP APCH-GPS.        |   | MISSED APPROACH:<br>Climb to 3800 direct<br>CEPOL and hold. |                               |                         |
| ATIS<br><b>126.6</b> | SIoux FALLS APP CON ★<br><b>125.8 284.725</b> | SIoux FALLS TOWER ★<br><b>118.3(CTAF) 0 257.8</b>           | GND CON<br><b>121.9 348.6</b> | UNICOM<br><b>122.95</b> |



|                      |                       |   |                               |                               |                            |
|----------------------|-----------------------|---|-------------------------------|-------------------------------|----------------------------|
| 3800 CEPOL           |                       | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 45). |                               | 4 NM Holding Pattern          |                            |
| ZOTSU 2.6 NM to RW33 |                       | YUCNU 3100  |                               | FEZNT                         |                            |
| RW33 1.4 NM to RW33  |                       | 2280  |                               | 3100                          |                            |
| 1.4 NM               |                       | 1.2   |                               | 2.5 NM                        |                            |
| 6 NM                 |                       | GP 3.00° TCH 45   |                               |                               |                            |
| CATEGORY             | A                     | B   | C                             | D                             |                            |
| LPV DA               | 1729-7/8              |   | 305 (300-7/8)                 |                               |                            |
| LNAV/VNAV DA         | 1974-1 5/8            |   | 550 (600-1 5/8)               |                               |                            |
| LNAV MDA             | 1920-1                |   | 496 (500-1)                   |                               | 1920-1 3/8 496 (500-1 3/8) |
| CIRCLING             | 1960-1<br>530 (600-1) | 1980-1<br>550 (600-1)   | 2060-1 3/4<br>630 (700-1 3/4) | 2200-2 1/2<br>770 (800-2 1/2) |                            |

SIoux FALLS, SOUTH DAKOTA  
Amdt 2A 02DEC21

43°35'N-96°45'W

JOE FOSS FLD (F'SD)

RNAV (GPS) RWY 33

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



|   |                        |   |
|---|------------------------|---|
| VORTAC FSD<br><b><u>115.0</u></b><br>Chan <b>97</b> | APP CRS<br><b>326°</b> | Rwy Idg <b>8000</b><br>TDZE <b>1424</b><br>Apt Elev <b>1430</b> |
|---|------------------------|---|

VOR/DME or TACAN RWY 33  
JOE FOSS FLD (FSD)

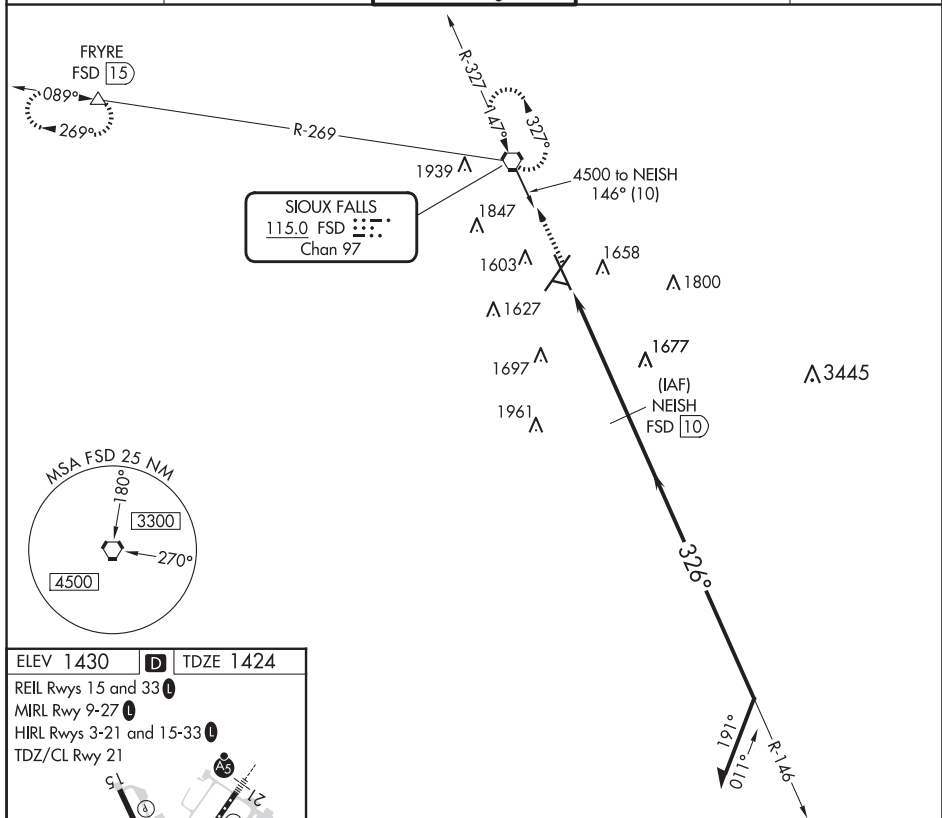
JOF FOSS FID (FSD)



Rwy 33 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

MISSED APPROACH: Climb to 3400 direct FSD VORTAC and hold. (TACAN aircraft continue climb to 5000 via FSD R-269 to FRYRE 15 DME and hold west, right turns, 089° inbound.)

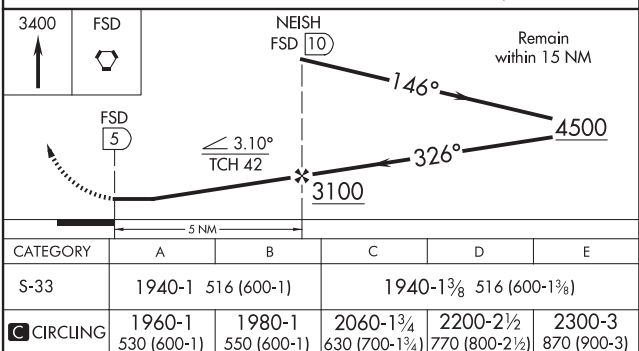
|                      |  |   |                               |                         |
|----------------------|--|---|-------------------------------|-------------------------|
| ATIS<br><b>126.6</b> | SIoux FALLS APP CON★<br><b>125.8 284.725</b> | SIoux FALLS TOWER★<br><b>118.3 (CTAF) 0 257.8</b> | GND CON<br><b>121.9 348.6</b> | UNICOM<br><b>122.95</b> |
|----------------------|--|---|-------------------------------|-------------------------|



ELEV 1430 D TDZE 1424

REIL Rwy 15 and 33 L  
MIRL Rwy 9-27 L  
HIRL Rwy 3-21 and 15-33 L  
TDZ/CL Rwy 21

The diagram shows Runway 15/33 with a width of 60 feet. The runway is marked with centerline lights (dashed line with 'X' marks) and edge lights (solid line with 'L' marks). The runway is 2000 feet long. The diagram also shows the runway's orientation relative to the magnetic north (326°). The runway is labeled with '15' at the top and '33' at the bottom. The diagram includes a scale bar for 3151 feet and a scale for 75 feet. The diagram also shows the runway's width of 60 feet. The diagram includes a scale bar for 3151 feet and a scale for 75 feet. The diagram also shows the runway's width of 60 feet. The diagram includes a scale bar for 3151 feet and a scale for 75 feet. The diagram also shows the runway's width of 60 feet.



VOR/DME or TACAN RWY 33

|   |                        |   |
|---|------------------------|---|
| VORTAC FSD<br><b><u>115.0</u></b><br>Chan <b>97</b> | APP CRS<br><b>147°</b> | Rwy Idg <b>8000</b><br>TDZE <b>1429</b><br>Apt Elev <b>1430</b> |
|---|------------------------|---|

VOR or TACAN RWY 15  
JOE FOSS FLD (FSD)

Rwy 15 helicopter visibility reduction  
below  $\frac{3}{4}$  SM NA.

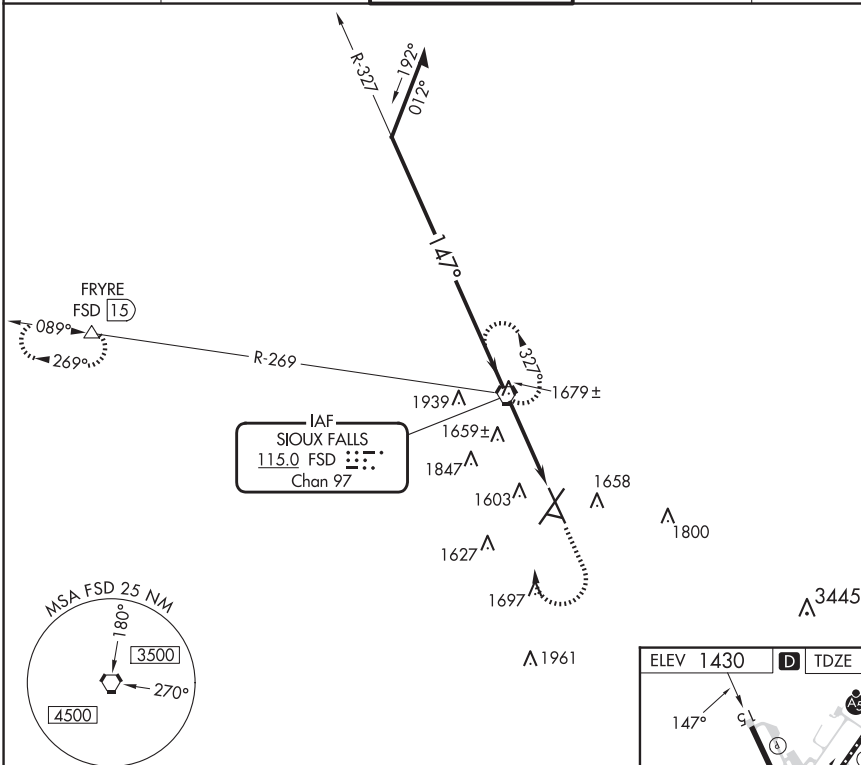
**MISSED APPROACH:** Climb to 3500 then right turn direct FSD VORTAC and hold. (TACAN aircraft continue climb to 5000 via FSD R-269 to FRYRE 15 DME and hold west, right turns, 089° inbound)

ATIS  
126.6

SIOUX FALLS APP CON★  
125.8 284.725

SIOUX FALLS TOWER★  
 118.3(CTAF) **L** 257.8

|         |       |
|---------|-------|
| GND CON |       |
| 121.9   | 348.6 |

UNICOM  
122.95

VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 48).

Remain  
within 15 NM

3500

2800

$$\frac{3.37^\circ}{\text{TCH}}$$

3500



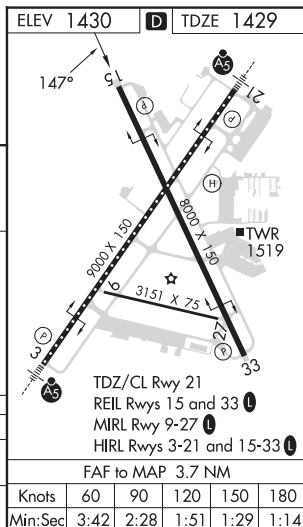
FSD

FSD

3

NM —

1.4 NM



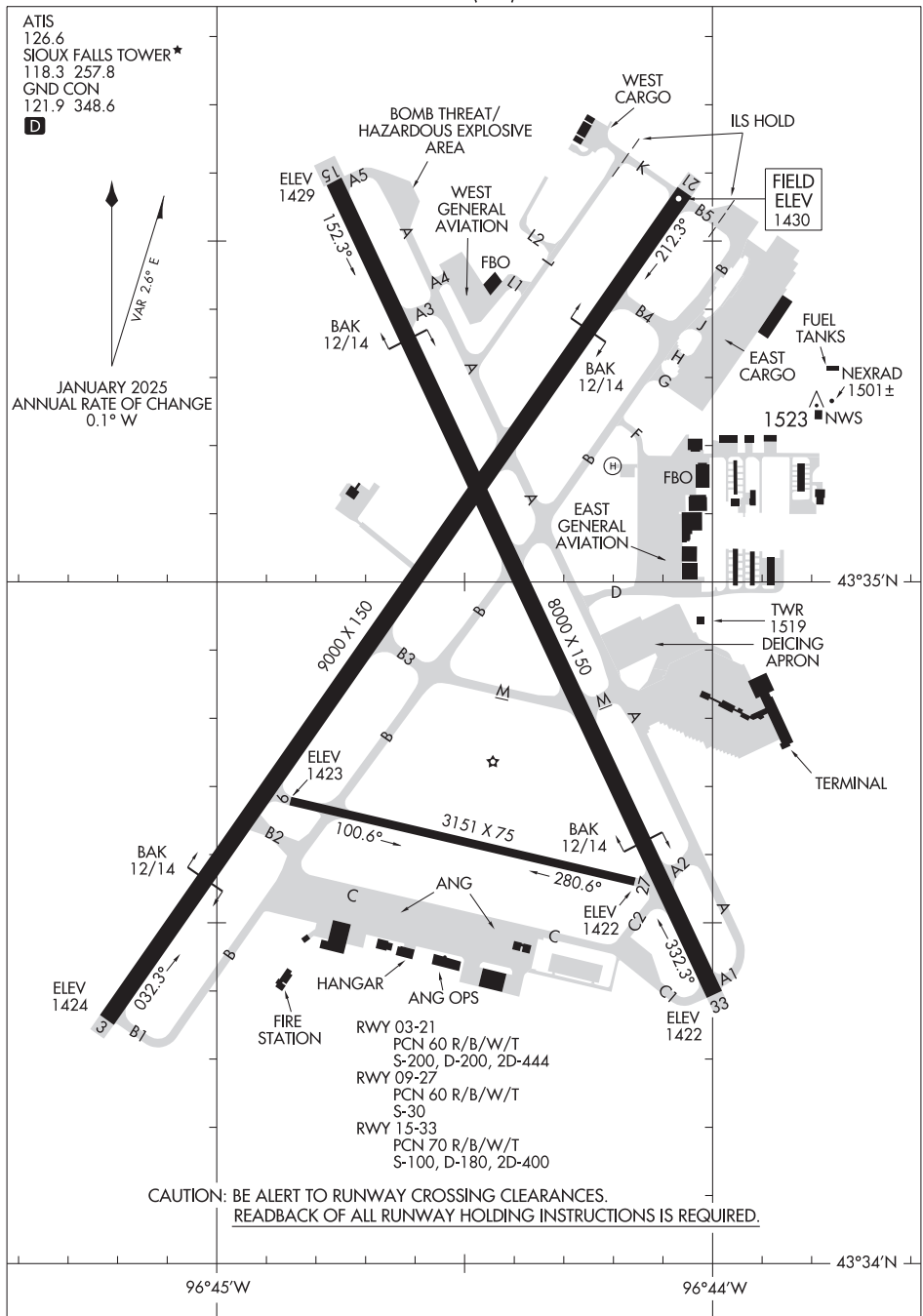
Amdt 21F 18JUN20

JOE FOSS FLD (FSD)

VOR or TACAN RWY 15

43°35'N-96°45'W

NC-1, 12 JUN 2025 to 07 AUG 2025



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

SISSETON, SOUTH DAKOTA

AL-10412 (FAA)

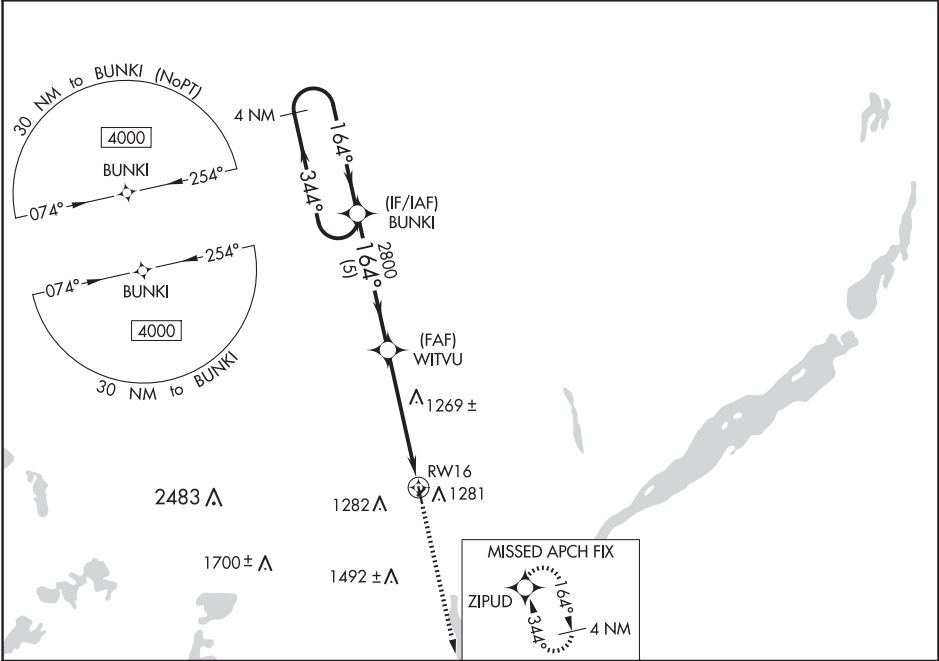
21112

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>50538</b><br><b>W16A</b> | APP CRS<br><b>164°</b> | Rwy ldg<br>TDZE <b>1162</b><br>Apt Elev <b>1162</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 16**  
SISSETON MUNI (8D3)

|   |   |
|---|---|
| <p><b>▼</b> Circling NA to Rwy 4 and 22. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. Use Wheaton altimeter setting; when not received, use Ortonville altimeter setting and increase LPV DA to 1496 feet, LNAV/VNAV DA to 1516 feet and all MDA 20 feet. Increase LNAV/VNAV Cats A/B visibility <math>\frac{1}{8}</math> mile.</p> <p><b>▲ NA</b></p> | <p><b>MISSED APPROACH:</b> Climb to 4000 direct ZIPUD and hold, continue climb-in-hold to 4000.</p> |
|---|---|

|                              |  |                       |
|------------------------------|--|-----------------------|
| ETH AWOS-3<br><b>118.775</b> | MINNEAPOLIS CENTER<br><b>128.5 306.2</b> | CTAF<br><b>122.90</b> |
|------------------------------|--|-----------------------|



|                      |  |   |                            |            |           |           |
|----------------------|--|---|----------------------------|------------|-----------|-----------|
| 4 NM Holding Pattern |  | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30) |                            | 4000 ZIPUD | ELEV 1162 | TDZE 1162 |
|                      |  |   |                            |            |           |           |
| CATEGORY             |  | A   | B                          | C          | D         |           |
| LPV DA               |  | 1478-1 $\frac{1}{8}$  | 316 (400-1 $\frac{1}{8}$ ) | NA         |           |           |
| LNAV/VNAV DA         |  | 1498-1 $\frac{1}{8}$  | 336 (400-1 $\frac{1}{8}$ ) | NA         |           |           |
| LNAV MDA             |  | 1600-1  | 438 (500-1)                | NA         |           |           |
| <b>C</b> CIRCLING    |  | 1660-1<br>498 (500-1)   | 1700-1<br>538 (600-1)      | NA         |           |           |

SISSETON, SOUTH DAKOTA

Orig 21JUL16

45°40'N-97°00'W

SISSETON MUNI (8D3)

**RNAV (GPS) RWY 16**

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>56638</b><br><b>W34A</b> | APP CRS<br><b>344°</b> | Rwy Idg<br>TDZE <b>1162</b><br>Apt Elev <b>1162</b> | <b>3400</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 34

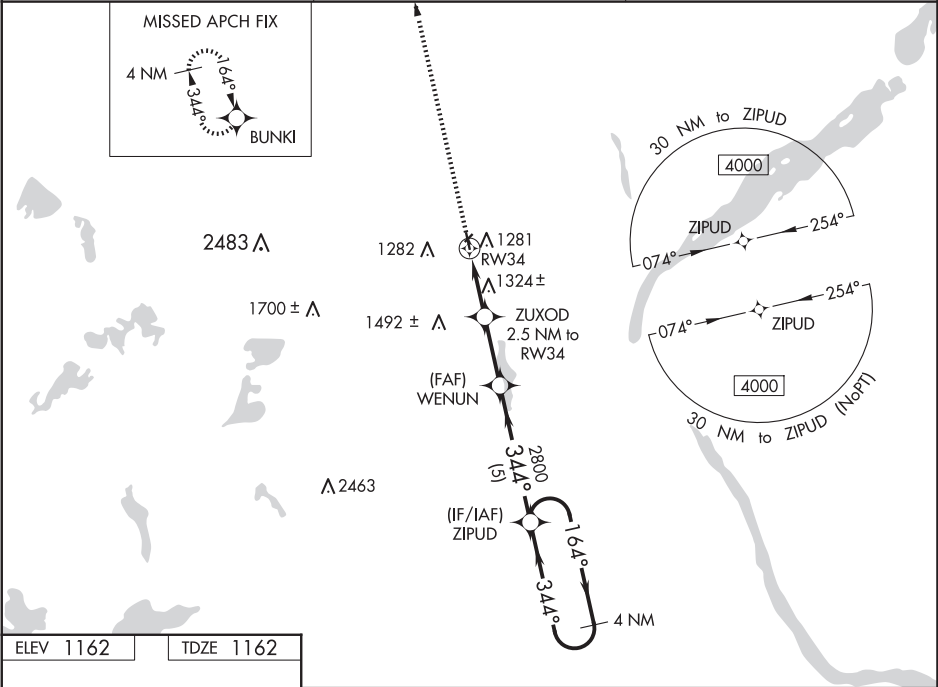
SISSETON MUNI (8D3)

NA

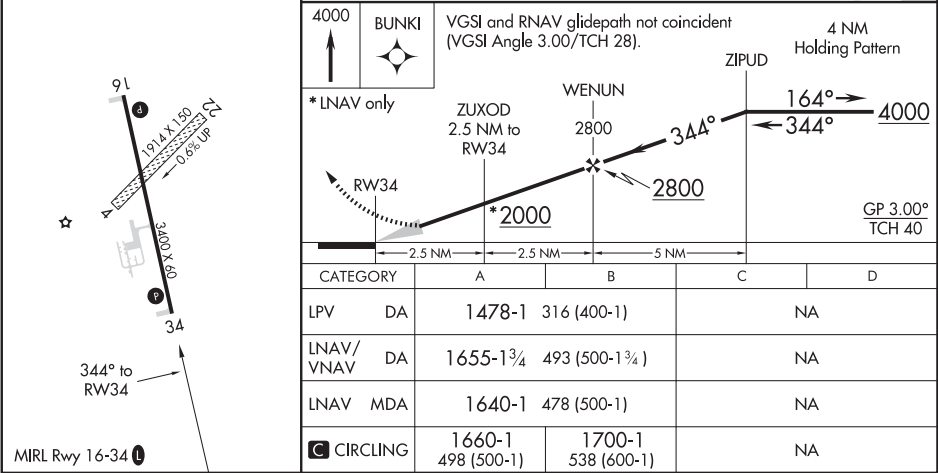
Circling NA to Rwy 4 and 22. Baro-VNAV NA. DME/DME RNP-0.3 NA.  
Use Wheaton altimeter setting, when not received, use Ortonville altimeter setting and increase LPV DA to 1496 feet, LNAV/VNAV DA to 1673 feet and all MDA 20 feet.  
Increase LPV Cats A/B visibility 1⁄8 mile.

MISSED APPROACH: Climb to 4000 direct BUNKI and hold, continue climb in hold to 4000.

|                              |  |                       |
|------------------------------|--|-----------------------|
| ETH AWOS-3<br><b>118.775</b> | MINNEAPOLIS CENTER<br><b>128.5 306.2</b> | CTAF<br><b>122.90</b> |
|------------------------------|--|-----------------------|



|                  |                  |
|------------------|------------------|
| ELEV <b>1162</b> | TDZE <b>1162</b> |
|------------------|------------------|



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>53633</b><br><b>W17A</b> | APP CRS<br><b>176°</b> | Rwy Idg <b>3005</b><br>TDZE <b>1623</b><br>Apt Elev <b>1623</b> |
|--|------------------------|---|

RNAV (GPS) RWY 17  
SLAYTON MUNI (DVP)

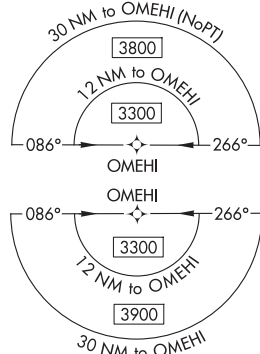
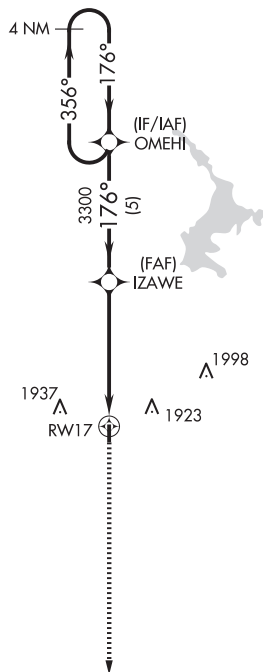
**T** When local altimeter setting not received, use Tracy Muni altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Procedure NA at night.

**A** Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 3400 direct JEYZO and hold.

AWOS-3  
**118.55**

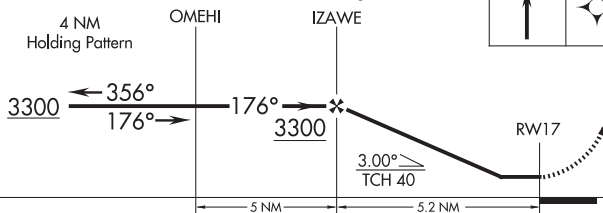
MINNEAPOLIS CENTER  
132.05 317.4


CTAF  
122.9 **L**

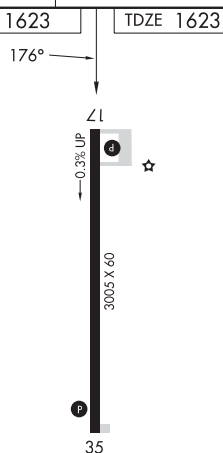
## MISSED APCH FIX



VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 22).



| CATEGORY   | A                     | B                     | C  | D |
|--|-----------------------|-----------------------|----|---|
| LP MDA   | 2100-1                | 477 (500-1)           | NA |   |
| LNAV MDA   | 2120-1                | 497 (500-1)           | NA |   |
|  CIRCLING | 2120-1<br>497 (500-1) | 2300-1<br>677 (700-1) | NA |   |

MIRL Rwy 17-35 **L**REIL Rwys 17 and 35 **L**

SLAYTON, MINNESOTA

Orig-A 28MAY15

43°59'N-95°47'W

SLAYTON MUNI(DVP)

RNAV (GPS) RWY 17

NC-1, 12 JUN 2025 to 07 AUG 2025

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3005 |
| 356°    | TDZE     | 1623 |
|         | Apt Elev | 1623 |

RNAV (GPS) RWY 35

SLAYTON MUNI (DVP)

▼

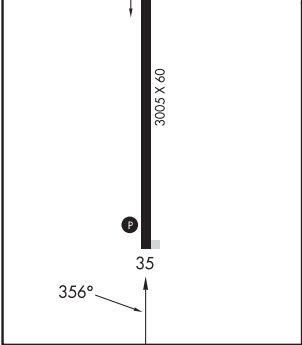
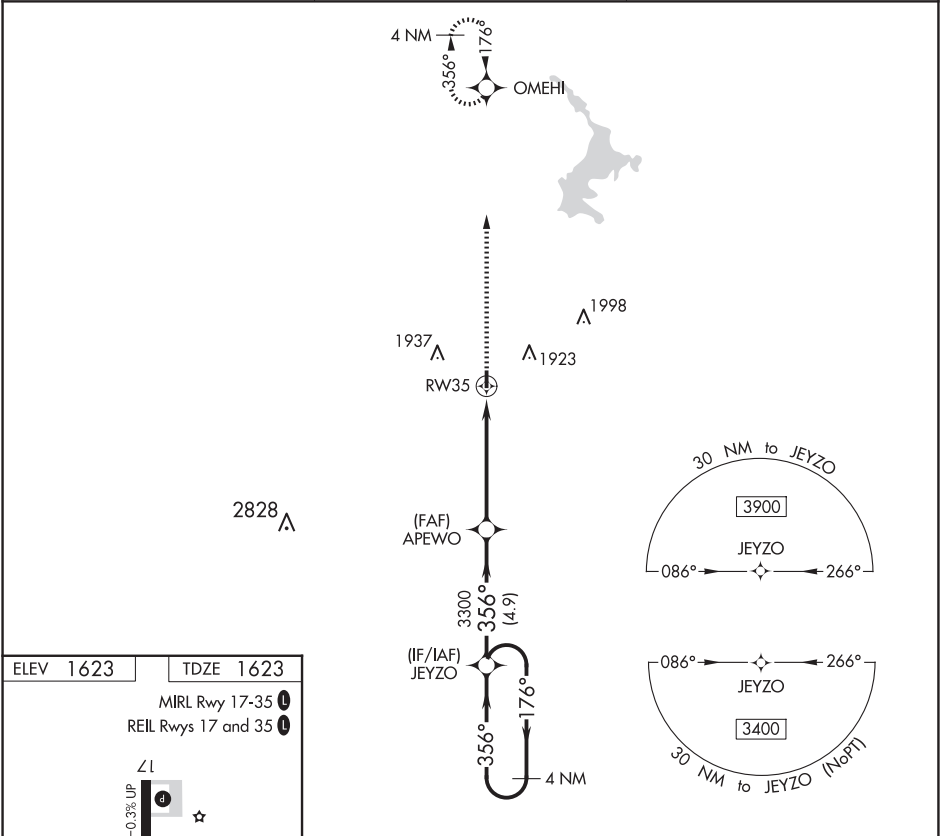
When local altimeter setting not received, use Tracy Muni altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Procedure NA at night.

⚠

Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3300 direct OMEHI and hold.

|                  |                                    |                 |
|------------------|------------------------------------|-----------------|
| AWOS-3<br>118.55 | MINNEAPOLIS CENTER<br>132.05 317.4 | CTAF<br>122.9 0 |
|------------------|------------------------------------|-----------------|



|          |             |  |                      |
|----------|-------------|--|----------------------|
| 3300     | OMEHI       | VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 22). |                      |
| APEWO    |             | JEYZO  | 4 NM Holding Pattern |
| RW35     |             | 3300   | 176° 356° 3400       |
| 5.1 NM   |             | 4.9 NM   |                      |
| CATEGORY | A           | B  | C D                  |
| LNAV MDA | 2140-1      | 517 (600-1)  | NA                   |
| CIRCLING | 2140-1      | 2300-1   | NA                   |
|          | 517 (600-1) | 677 (700-1)  |                      |

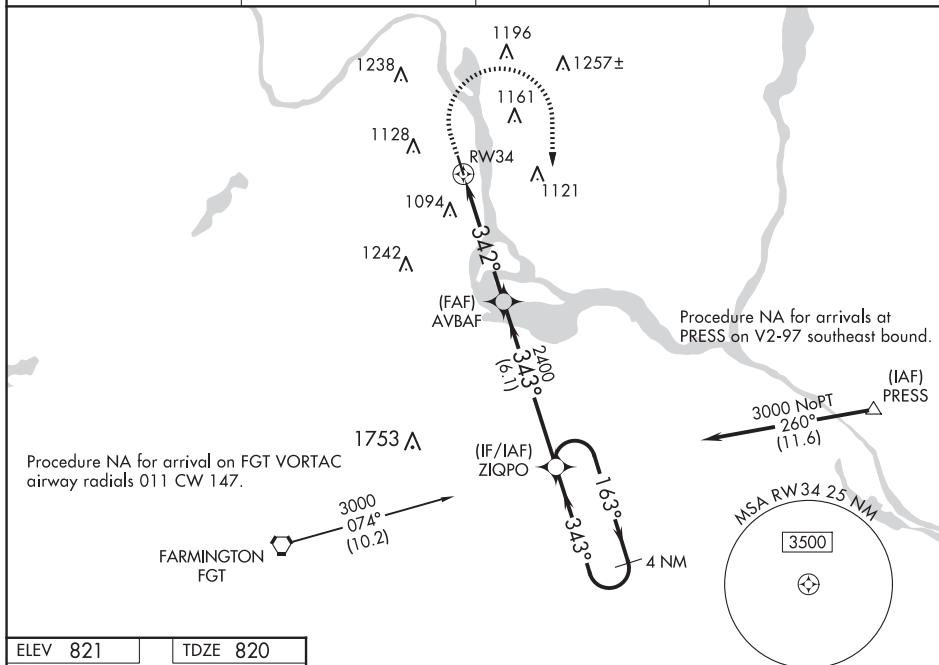
NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

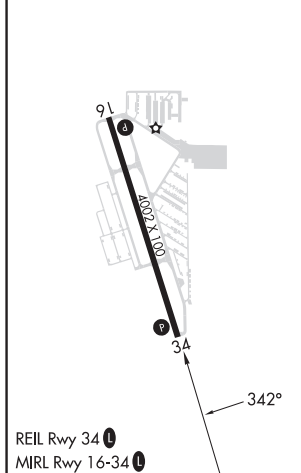
# RNAV (GPS) RWY 34




## SOUTH ST PAUL MUNI/RICHARD E FLEMING FLD (SGS)

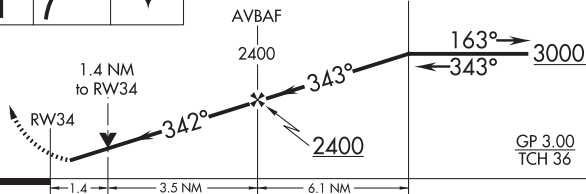
**MISSED APPROACH:** Climb to 1400 then climbing right turn to 3000 direct ZIQPO and hold.


UNICOM  
122.7 (CTAF) **L**

TDZE 820



|   |   |   |   |                         |
|---|---|---|---|-------------------------|
| 1400  | 3000  | ZIQPO   | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 40). | 4 NM<br>Holding Pattern |
|  |  |  | AVBAE   | ZIQPO                   |



| CATEGORY   |     | A                     | B                     | C                     | D                       |
|--|-----|-----------------------|-----------------------|-----------------------|-------------------------|
| LPV  | DA  | 1102-1                |                       | 282 (300-1)           |                         |
| INAV/<br>VNAV  | DA  | 1378-1½               |                       | 558 (600-1½)          |                         |
| INAV   | MDA | 1300-1                | 480 (500-1)           | 1300-1¾               | 480 (500-1¾)            |
|  CIRCLING |     | 1400-1<br>579 (600-1) | 1540-1<br>719 (800-1) | 1540-2<br>719 (800-2) | 1620-2½<br>799 (800-2½) |

SOUTH ST PAUL MUNI/RICHARD E FLEMING FLD (SGS)  
44°51'N-93°02'W      RNAV (GPS) RWY 34

RNAV (GPS) RWY 34

NC-1, 12 JUN 2025 to 07 AUG 2025



LOC/DME I-SGS  
**108.35**  
Chan 20 (Y)

APP CRS  
**342°**

Rwy Idg  
TDZE **820**  
Apt Elev **821**

4002

LOC RWY 34

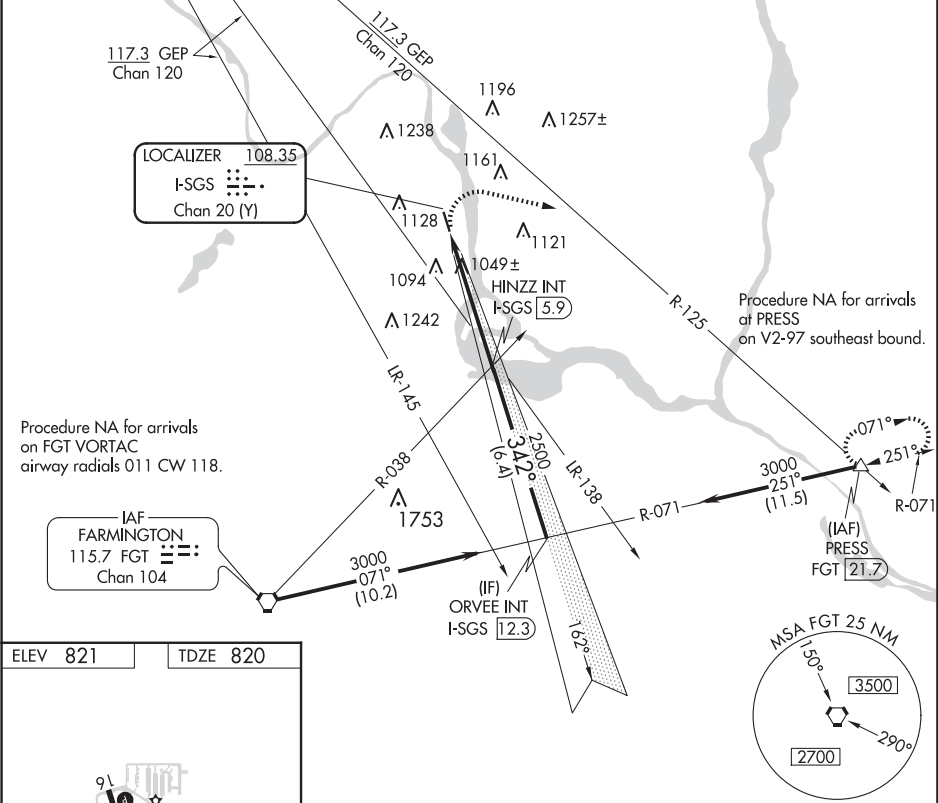
SOUTH ST PAUL MUNI/RICHARD E FLEMING FLD (SGS)

NA

Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Minneapolis-St Paul Intl/ Wold-Chamberlain altimeter setting and increase all MDA 40 feet. Increase Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 on heading 100° and on GEP VORTAC R-125 to PRESS INT/21.7 DME and hold.

|                          |  |                          |                               |
|--------------------------|--|--------------------------|-------------------------------|
| AWOS-3<br><b>119.425</b> | MINNEAPOLIS APP CON<br><b>121.2 335,65</b> | CLNC DEL<br><b>118.2</b> | UNICOM<br><b>122.7 (CTAF)</b> |
|--------------------------|--|--------------------------|-------------------------------|



ELEV 821

TDZE 820

REIL Rwy 34 4000 X 60  
MIRL Rwy 16-34 4000 X 60

FAF to MAP 5.1 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

3000

hdg 100°

GEP R-125

PRESS

HINZZ INT I-SGS 5.9

ORVEE INT I-SGS 12.3

I-SGS 0.8

3.04° TCH 40

342°

2500

3000

5.1 NM

6.4 NM

| CATEGORY | A                     | B                     | C                     | D                       |
|----------|-----------------------|-----------------------|-----------------------|-------------------------|
| S-34     | 1300-1                | 480 (500-1)           | 1300-1⅓               | 480 (500-1⅓)            |
| CIRCLING | 1400-1<br>579 (600-1) | 1540-1<br>719 (800-1) | 1540-2<br>719 (800-2) | 1620-2½<br>799 (800-2½) |

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>70621</b><br><b>W13A</b> | APP CRS<br><b>124°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>6401</b><br><b>3884</b><br><b>3933</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 13

BLACK HILLS-CLYDE ICE FLD (SPF')

RNP APCH.

▼

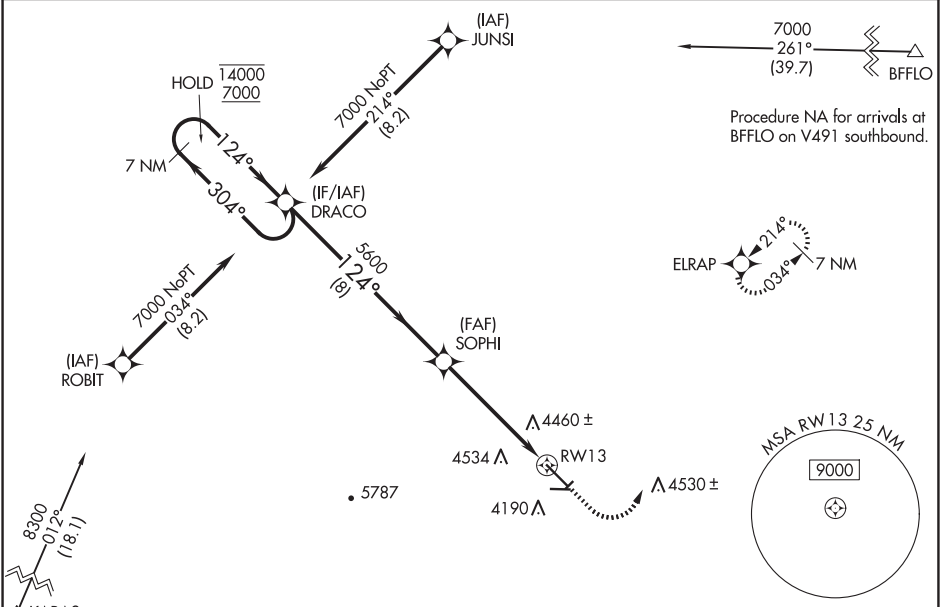
⚠

❄

Circling NA to Rwy 4, 8, 22 and 26. Rwy 13 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

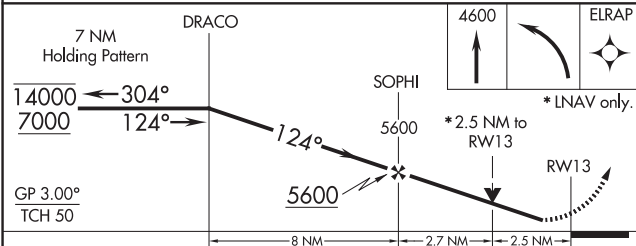
MISSED APPROACH: Climb to 4600 then climbing left turn to ELRAP and hold, continue climb-in-hold to 7000.

|                          |  |                       |                                 |
|--------------------------|--|-----------------------|---------------------------------|
| AWOS-3<br><b>118.325</b> | ELLSWORTH APP CON*<br><b>119.5 259.1</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.7 (CTAF)</b> 0 |
|--------------------------|--|-----------------------|---------------------------------|

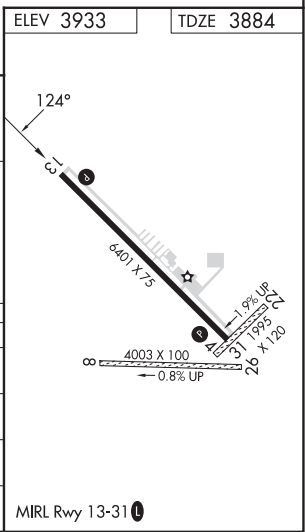


Procedure NA for arrivals at KARAS on V86 northwest bound.

|           |           |
|-----------|-----------|
| ELEV 3933 | TDZE 3884 |
|-----------|-----------|



| CATEGORY     | A                       | B                        | C                       | D  |
|--------------|-------------------------|--------------------------|-------------------------|----|
| LPV DA       | 4219-1½                 | 335 (300-1½)             |                         | NA |
| LNAV/VNAV DA | 4852-4                  | 968 (1000-4)             |                         | NA |
| LNAV MDA     | 4720-1<br>836 (800-1)   | 4720-1¼<br>836 (800-1¼)  | 4720-2½<br>836 (800-2½) | NA |
| CIRCLING     | 4760-1¼<br>827 (900-1¼) | 4920-1½<br>987 (1000-1½) | 5540-3<br>1607 (1700-3) | NA |



NC-1, 12 JUN 2025 to 07 AUG 2025

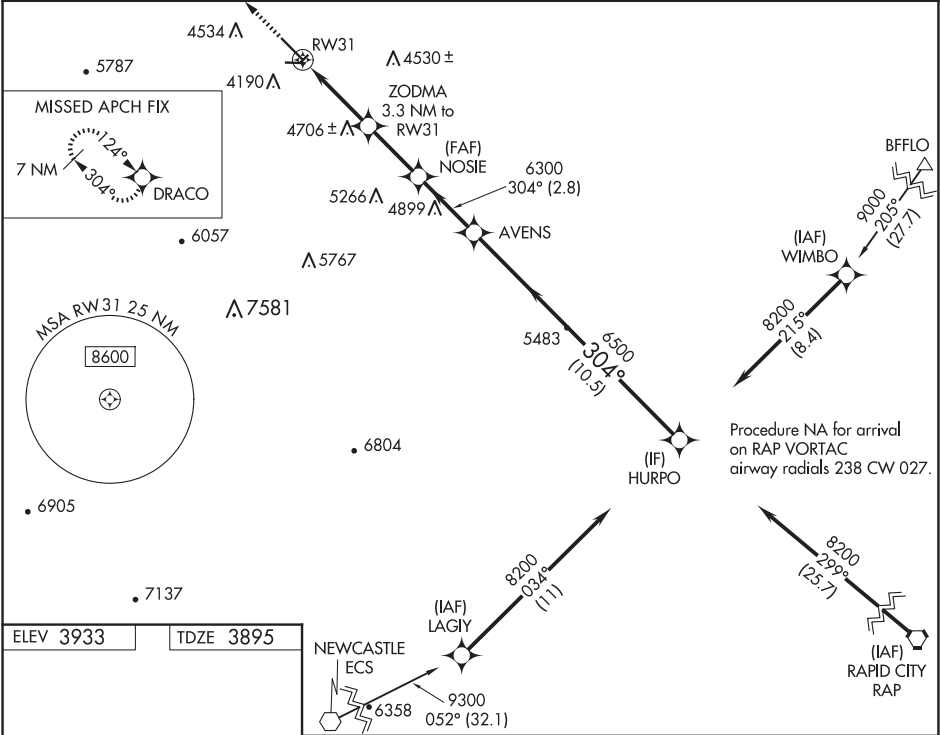
NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>77821</b><br><b>W31A</b> | APP CRS<br><b>304°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>6401</b><br><b>3895</b><br><b>3933</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 31

BLACK HILLS-CLYDE ICE FLD (SPF')

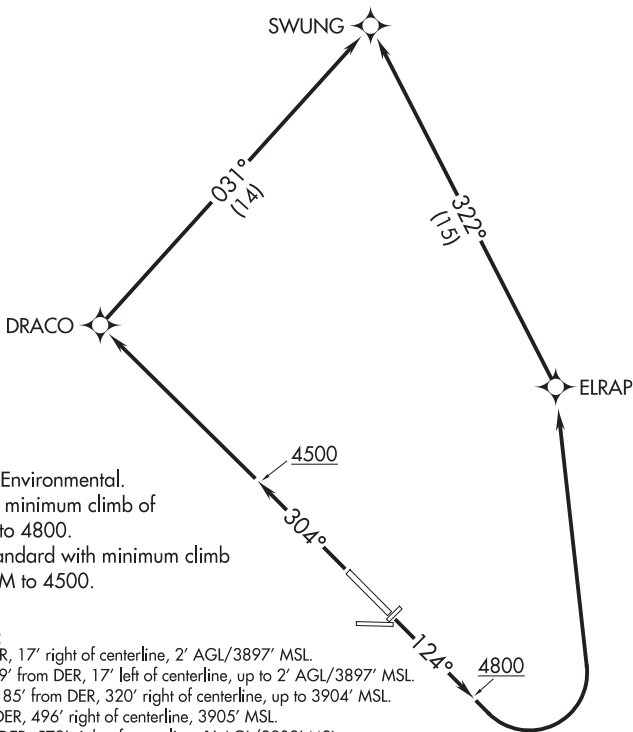
|                                     |  |   |                       |
|-------------------------------------|--|---|-----------------------|
| RNP APCH.                           |  | MISSED APPROACH: Climb to 7000 direct DRACO and hold. |                       |
| Circling NA to Rwy 4, 8, 22 and 26. |  |   |                       |
| AWOS-3<br><b>118.325</b>            |  | ELLSWORTH APP CON<br><b>119.5 259.1</b>               | GCO<br><b>121.725</b> |
|                                     |  | UNICOM<br><b>122.7 (CTAF)</b>                         |                       |



|            |  |  |  |
|------------|--|--|--|
| ELEV 3933  |  | TDZE 3895  |  |
| 7000       |  | DRACO  |  |
| *LNAV only |  | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50). |  |
| RW31       |  | HURPO  |  |
| 3.3 NM     |  | 2.6 NM   |  |
| 5260*      |  | 6300   |  |
| 2.8 NM     |  | 10.5 NM  |  |
| CATEGORY   |  | A  |  |
| LPV DA     |  | 4281-1½  |  |
| LNAV MDA   |  | 4860-1¼  |  |
| CIRCLING   |  | 4860-1¼  |  |

SWUNG TWO DEPARTURE (OBSTACLE) (RNAV)

AWOS-3  
118.325  
GCO  
121.725  
ELLSWORTH DEP CON  
119.5 259.1  
UNICOM  
122.7 (CTAF)



NOTE: RNAV 1.  
NOTE: GPS required.

TAKEOFF MINIMUMS

Rwys 4, 8, 22, 26: NA-Environmental.  
Rwy 13: Standard with minimum climb of 380' per NM to 4800.  
Rwy 31: 300-1¾ or standard with minimum climb of 350' per NM to 4500.

TAKEOFF OBSTACLE NOTES

Rwy 13: Lighting 9' from DER, 17' right of centerline, 2' AGL/3897' MSL.  
Lighting beginning 9' from DER, 17' left of centerline, up to 2' AGL/3897' MSL.  
Terrain beginning 185' from DER, 320' right of centerline, up to 3904' MSL.  
Terrain 338' from DER, 496' right of centerline, 3905' MSL.  
Lighting 487' from DER, 579' right of centerline, 1' AGL/3909' MSL.  
Terrain 562' from DER, 628' right of centerline, 3911' MSL.  
Vehicle on traverse way 1071' from DER, 480' right of centerline, 3931' MSL.  
Rwy 31: Lighting 9' from DER, 18' left of centerline, 2' AGL/3886' MSL.  
Lighting 9' from DER, 17' right of centerline, 2' AGL/3886' MSL.  
Terrain beginning 53' from DER, 356' left of centerline, up to 3918' MSL.  
Terrain 142' from DER, 394' right of centerline, 3897' MSL.  
Terrain 192' from DER, 492' right of centerline, 3902' MSL.  
Terrain beginning 328' from DER, 395' right of centerline, up to 3907' MSL.  
Terrain beginning 346' from DER, 450' left of centerline, up to 3929' MSL.  
Terrain 592' from DER, 641' left of centerline, 3942' MSL.  
Pole, terrain beginning 734 from DER, 446' left of centerline, up to 9' AGL/3986' MSL.  
Tree 1.1 NM from DER, 2402' right of centerline, 4084' MSL.  
Trees, vehicle on traverse way beginning 1.2 NM from DER, 1993' right of centerline, up to 4112' MSL.  
Trees, terrain, vehicle on traverse way beginning 1.2 NM from DER, 1883' right of centerline, up to 4126' MSL.  
Terrain, trees beginning 1.2 NM from DER, 1786' right of centerline, up to 4155' MSL.  
Vehicle on traverse way 1.3 NM from DER, 2624' right of centerline, 4217' MSL.  
Trees, terrain beginning 1.3 NM from DER, 744' right of centerline, up to 4228' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 124° to 4800, then left turn direct ELRAP, then on track 322° to SWUNG, thence. . . .

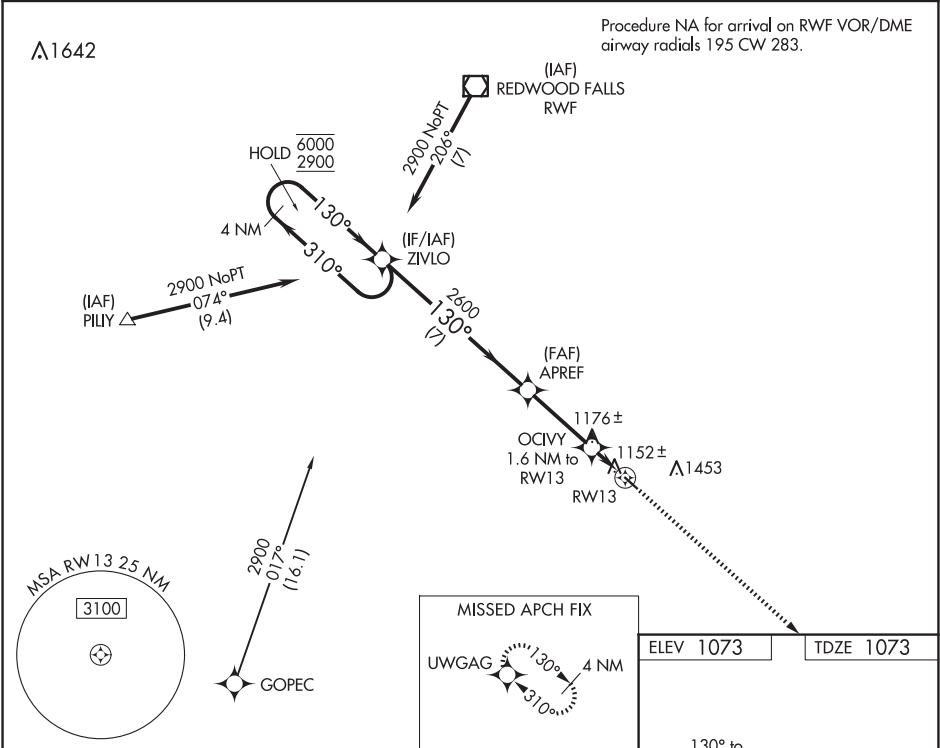
TAKEOFF RUNWAY 31: Climb heading 304° to 4500, then direct DRACO, then on track 031° to SWUNG, thence. . . .  
. . . .on assigned route and altitude.

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86331</b><br><b>W13A</b> | APP CRS<br><b>130°</b> | Rwy Idg <b>3402</b><br>TDZE <b>1073</b><br>Apt Elev <b>1073</b> |
|--|------------------------|---|

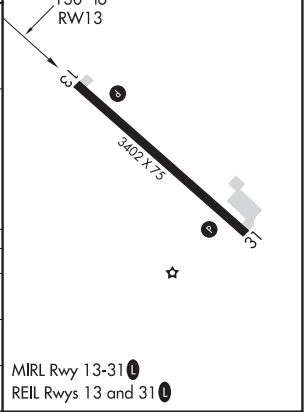
RNAV (GPS) RWY 13  
SPRINGFIELD MUNI (D42)

|   |   |
|---|---|
| RNP APCH.<br>▼ Rwy 13 helicopter visibility reduction below ¾ SM NA.<br>▲ NA Use Redwood Falls altimeter setting. | MISSED APPROACH: Climb to 2900 direct UWGAG and hold. |
|---|---|

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| RWF ASOS<br><b>126.575</b> | MINNEAPOLIS CENTER<br><b>127.1 290.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|



|   |                       |                       |                         |    |
|---|-----------------------|-----------------------|-------------------------|----|
| VGSJ and descent angles not coincident<br>(VGSJ Angle 3.00/TCH 20). |                       |                       |                         |    |
| 4 NM Holding Pattern  |                       |                       |                         |    |
| 6000 ← 310°<br>2900 → 130°  |                       |                       |                         |    |
| ZIVLO   |                       |                       |                         |    |
| APREF   |                       |                       |                         |    |
| 2600  |                       |                       |                         |    |
| 3.00°<br>TCH 40   |                       |                       |                         |    |
| OCIVY 1.6 NM to RW13  |                       |                       |                         |    |
| RW13  |                       |                       |                         |    |
| 1620  |                       |                       |                         |    |
| 7 NM  |                       |                       |                         |    |
| 3.1 NM  |                       |                       |                         |    |
| 1.6 NM  |                       |                       |                         |    |
| CATEGORY  | A                     | B                     | C                       | D  |
| LP MDA  | 1500-1                | 427 (500-1)           | 1500-1¼<br>427 (500-1¼) | NA |
| LNAV MDA  | 1520-1                | 447 (500-1)           | 1520-1⅜<br>447 (500-1⅜) | NA |
| CIRCLING  | 1660-1<br>587 (600-1) | 1820-1<br>747 (800-1) | 1820-2¼<br>747 (800-2¼) | NA |



SPRINGFIELD, MINNESOTA

AL-6505 (FAA)

22251

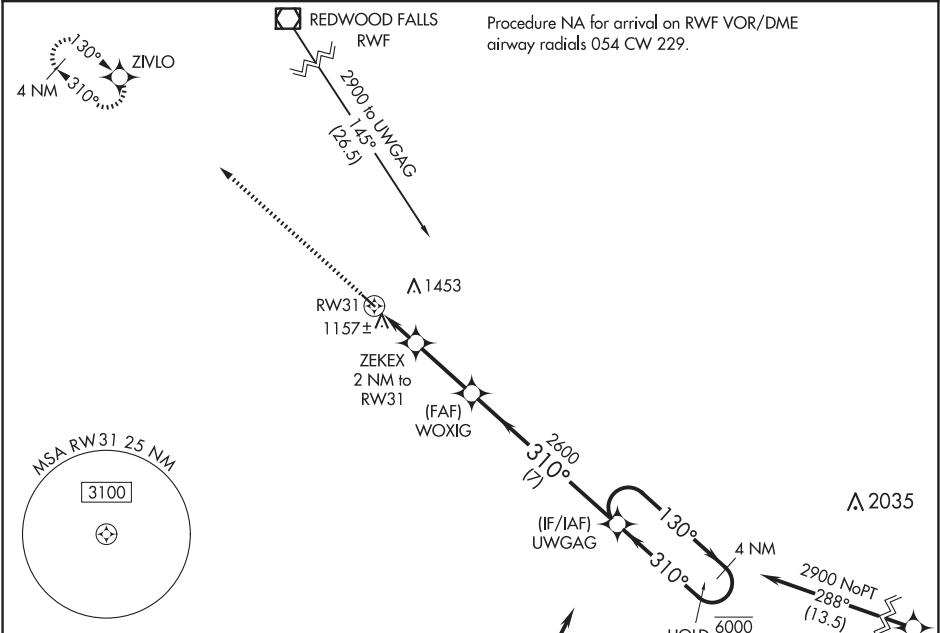
|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3402</b> |
| <b>310°</b> | TDZE     | <b>1073</b> |
|             | Apt Elev | <b>1073</b> |

# RNAV (GPS) RWY 31

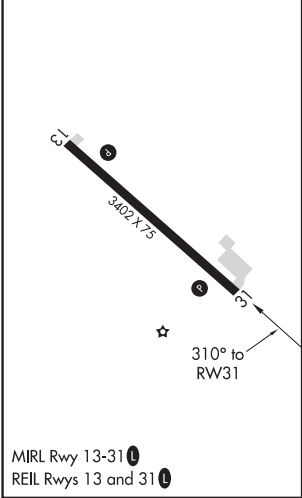
SPRINGFIELD MUNI (D42)

|           |   |
|-----------|---|
| RNP APCH. | MISSED APPROACH: Climb to 2900 direct ZIVLO and hold. |
| NA        | Use Redwood Falls altimeter setting.                  |

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| RWF ASOS<br><b>126.575</b> | MINNEAPOLIS CENTER<br><b>127.1 290.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1073 | TDZE 1073 |
|-----------|-----------|



|          |                    |  |                      |                      |           |
|----------|--------------------|--|----------------------|----------------------|-----------|
| 2900     | ZIVLO              | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 20). |                      |                      |           |
|          |                    | WOXIG  | UWGAG                | 4 NM Holding Pattern |           |
|          |                    | ZEKEX 2 NM to RW31   | 310°                 | 130°                 | 6000 2900 |
|          |                    | 3.00 TCH 40  | 2600                 |                      |           |
|          |                    | 1740   |                      |                      |           |
|          |                    | 2 NM   | 2.7 NM               | 7 NM                 |           |
| CATEGORY | A                  | B  | C                    | D                    |           |
| LNAV MDA | 1500-1             | 427 (500-1)  | 1500-1¼ 427 (500-1¼) | NA                   |           |
| CIRCLING | 1660-1 587 (600-1) | 1820-1 747 (800-1)   | 1820-2¼ 747 (800-2¼) | NA                   |           |

SPRINGFIELD, MINNESOTA  
Orig-C 25FEB21

44°14'N-95°00'W

# RNAV (GPS) RWY 31

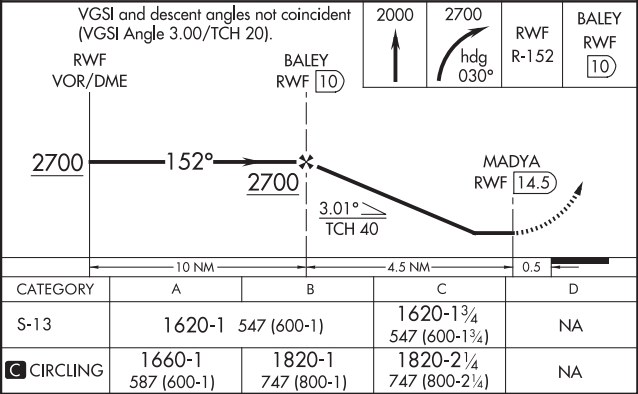
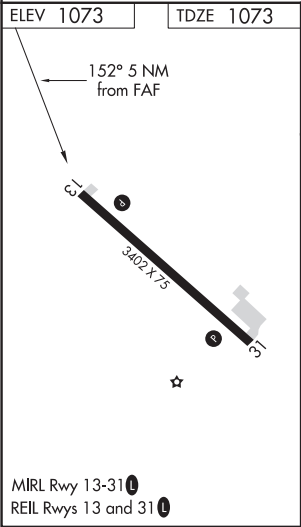
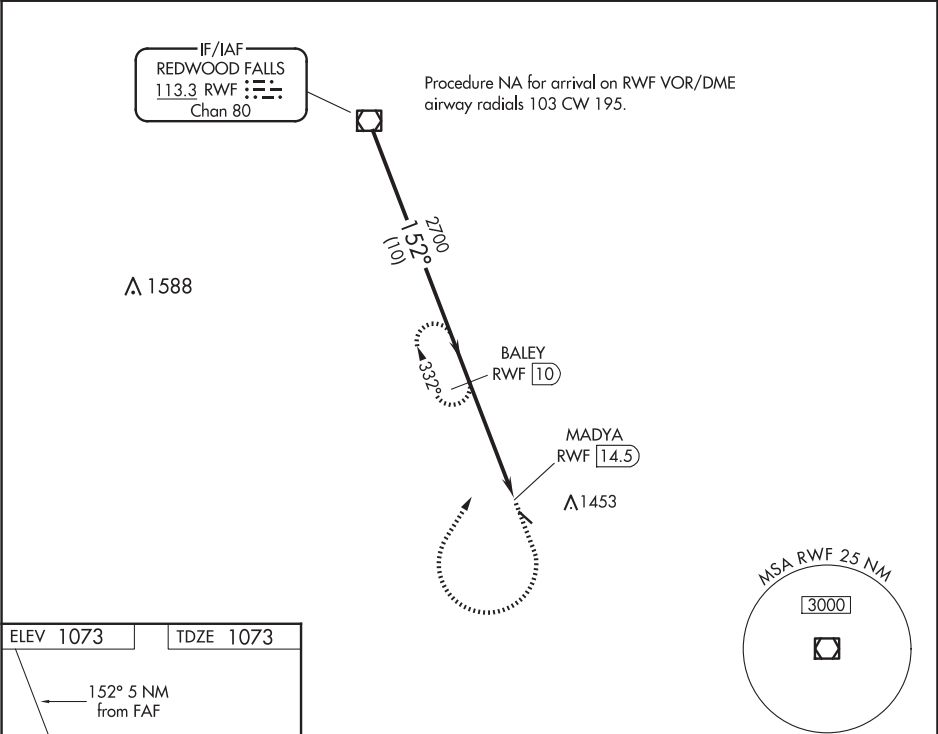
NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|   |                        |   |   |                                      |
|---|------------------------|---|---|--------------------------------------|
| VOR/DME RWF<br><b>113.3</b><br>Chan <b>80</b> | APP CRS<br><b>152°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>1073</b> | <b>3402</b><br><b>1073</b><br><b>1073</b> | VOR RWY 13<br>SPRINGFIELD MUNI (D42) |
|---|------------------------|---|---|--------------------------------------|

|  |  |
|--|--|
| DME required.  | MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 on heading 030° and RWF R-152 to BAILEY/10 DME and hold. |
| <div><div>▼</div><div>▲ NA</div></div> Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. Use Redwood Falls altimeter setting. |  |

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| RWF ASOS<br><b>126.575</b> | MINNEAPOLIS CENTER<br><b>127.1 290.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|



STANLEY, NORTH DAKOTA

AL-9455 (FAA)

24333

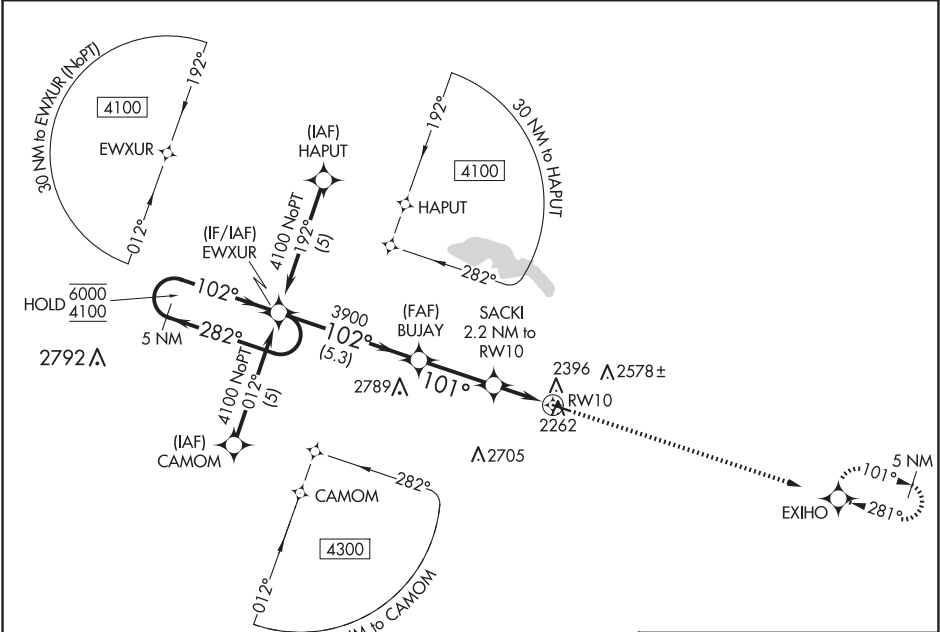
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>87146</b><br><b>W10A</b> | APP CRS<br><b>101°</b> | Rwy Idg <b>3900</b><br>TDZE <b>2250</b><br>Apt Elev <b>2250</b> |
|--|------------------------|---|

RNAV (GPS) RWY 10

STANLEY MUNI (Ø8D)

|  |   |
|--|---|
| RNP APCH - GPS.  | MISSED APPROACH: Climb to 4300 direct EXIHO and hold. |
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. |   |

|                        |  |                        |
|------------------------|--|------------------------|
| AWOS-3<br><b>121.1</b> | MINNEAPOLIS CENTER<br><b>127.6 279.6</b> | CTAF<br><b>122.9 0</b> |
|------------------------|--|------------------------|



|                      |  |             |  |             |  |        |  |        |  |        |  |
|----------------------|--|-------------|--|-------------|--|--------|--|--------|--|--------|--|
| 5 NM Holding Pattern |  | EWXUR       |  | BUJAY       |  | SACKI  |  | RW10   |  | EXIHO  |  |
| 6000                 |  | 4100        |  | 3900        |  | 2860   |  | 2250   |  | 2250   |  |
| GP 3.00°             |  | TCH 40      |  | 5.3 NM      |  | 2.8 NM |  | 1.1 NM |  | 1.2 NM |  |
| CATEGORY             |  | A           |  | B           |  | C      |  | D      |  |        |  |
| LPV DA               |  | 2450-1      |  | 200 (200-1) |  | NA     |  | NA     |  |        |  |
| LNAV/VNAV DA         |  | 2538-1      |  | 288 (300-1) |  | NA     |  | NA     |  |        |  |
| LNAV MDA             |  | 2660-1      |  | 410 (500-1) |  | NA     |  | NA     |  |        |  |
| CIRCLING             |  | 2720-1      |  | 2940-1      |  | NA     |  | NA     |  |        |  |
|                      |  | 470 (500-1) |  | 690 (700-1) |  |        |  |        |  |        |  |
| MIRL Rwy 10-28 0     |  |             |  |             |  |        |  |        |  |        |  |

STANLEY, NORTH DAKOTA  
Orig 28NOV24

48°18'N-102°24'W

STANLEY MUNI (Ø8D)

RNAV (GPS) RWY 10

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



STANLEY, NORTH DAKOTA

AL-9455 (FAA)

25023

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86248</b><br><b>W28A</b> | APP CRS<br><b>282°</b> | Rwy Idg <b>3900</b><br>TDZE <b>2242</b><br>Apt Elev <b>2250</b> |
|--|------------------------|---|

RNAV (GPS) RWY 28  
STANLEY MUNI (Ø8D)

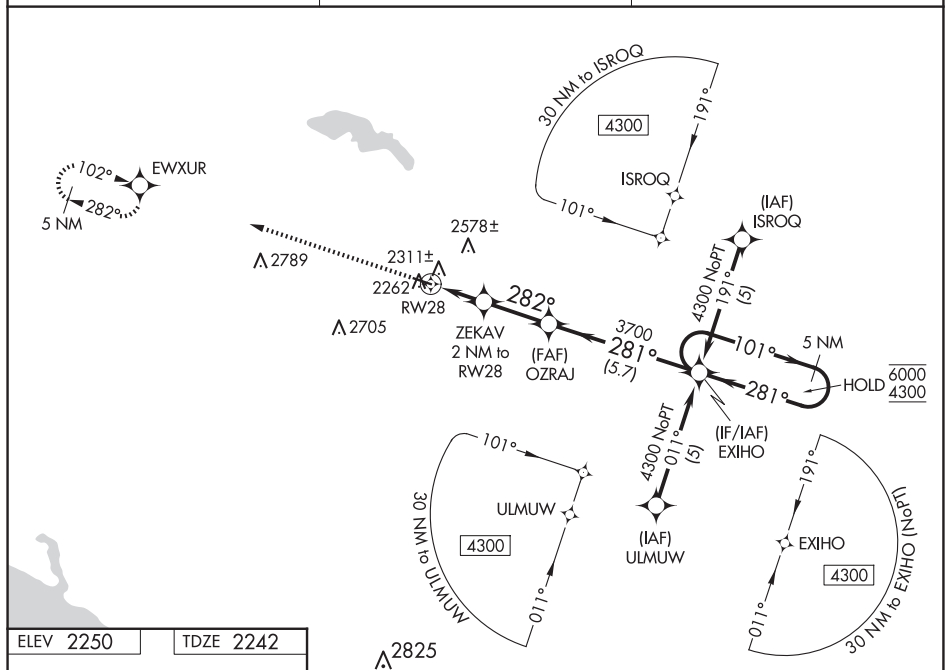
RNP APCH - GPS.

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV  
**A** NA below -19°C or above 54°C. Rwy 28 helicopter  
visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 5000 direct EWXUR and hold, continue climb-in-hold to 5000.

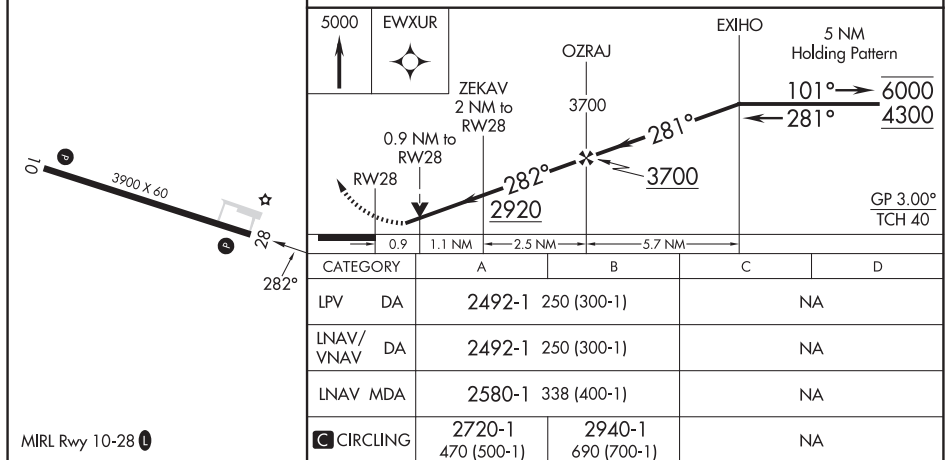
AWOS-3  
121.1

MINNEAPOLIS CENTER  
127.6 279.6

CTAF  
122.9 **L**

ELEV 2250

TDZE 2242



STANLEY, NORTH DAKOTA  
Amdt 3A 23JAN25

48°18'N-102°24'W

STANLEY MUNI (Ø8D)  
RNAV (GPS) RWY 28

RNAV (GPS) RWY 14  
STAPLES MUNI (SAZ)

**MISSED APPROACH:** Climb to 3000 direct WUSMI and on track 159° to HULVO and hold.

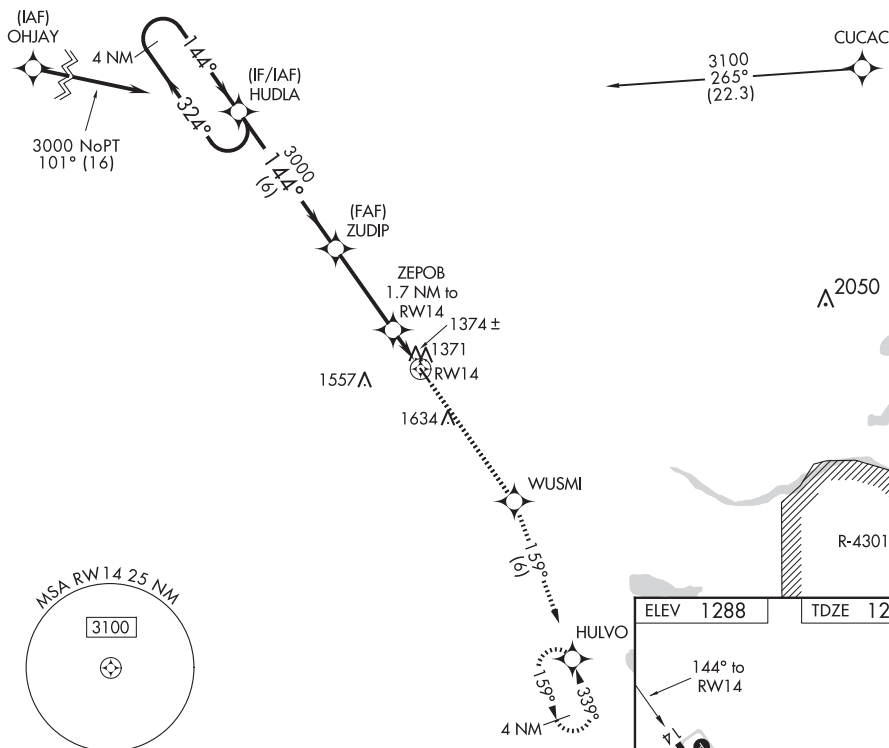

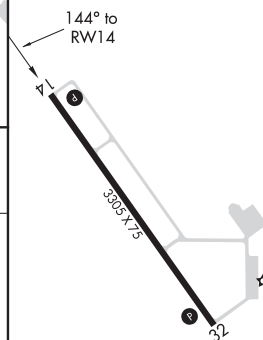
CTAF  
122.9 L

Diagram illustrating a non-precision approach for ZUDIP. The approach path starts at HUDLA, 6 NM from ZUDIP, and proceeds 144 degrees for 3.00 NM to ZUDIP. At ZUDIP, the path turns 324 degrees (left) and then 144 degrees (right) to follow the 3000-foot glideslope. The glideslope angle is 3.00 degrees, and the TCH is 40 feet. The approach ends at ZEPOB, 1.7 NM from RW14, at 1860 feet. The diagram also shows the VGSIs and descent angles for WUSMI and HULVO, which are not coincident with the ZUDIP approach path.

| CATEGORY   | A                     | B                     | C  | D  |
|--|-----------------------|-----------------------|--|----|
| LNAV MDA   | 1640-1                | 352 (400-1)           |  | NA |
|  CIRCLING | 1780-1<br>492 (500-1) | 1940-1<br>652 (700-1) | 1940-1 <sup>3</sup> / <sub>4</sub><br>652 (700-1 <sup>3</sup> / <sub>4</sub> ) | NA |

|           |  |           |
|-----------|--|-----------|
| ELEV 1288 |  | TDZE 1288 |
|-----------|--|-----------|



REIL Rwy 14 and 32 **L**  
MIRL Rwy 14-32 **L**

STAPLES MUNI (SAZ)  
RNAV (GPS) RWY 14

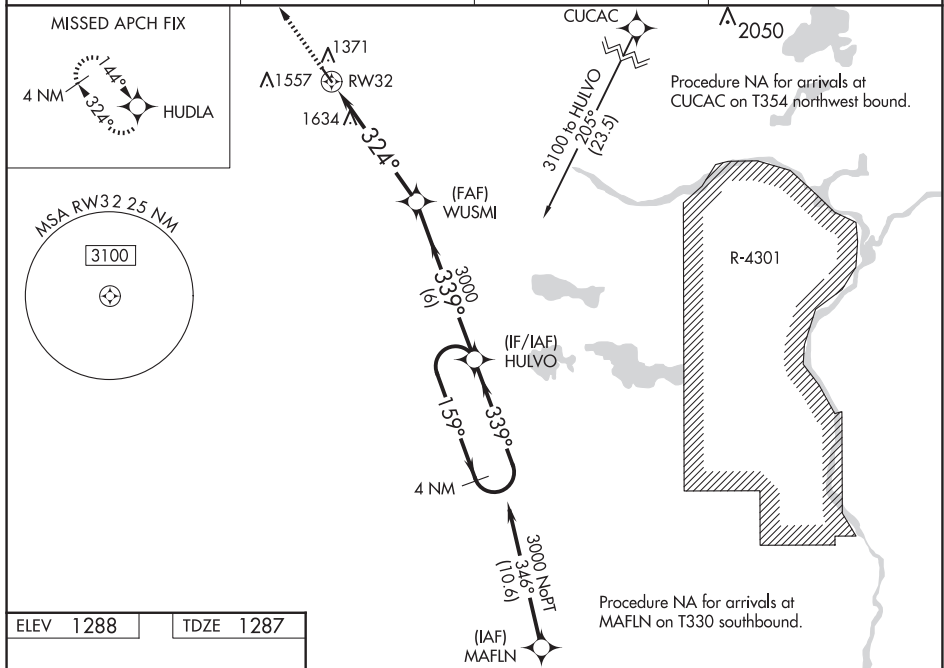
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>97528</b><br><b>W32A</b> | APP CRS<br><b>324°</b> | Rwy Idg <b>3305</b><br>TDZE <b>1287</b><br>Apt Elev <b>1288</b> |
|--|------------------------|---|

RNAV (GPS) RWY 32  
STAPLES MUNI (SAZ)

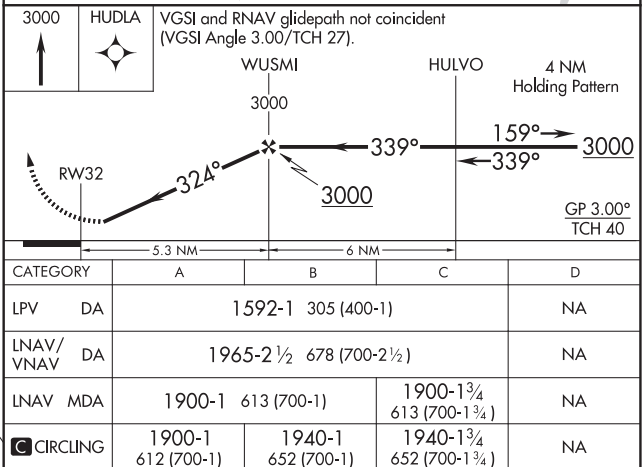
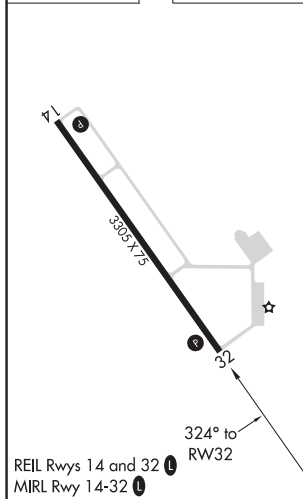
**⚠** Circling to Rwy 14 NA at night. Baro-VNAV NA when using Pine River altimeter setting.  
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).  
 DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pine River altimeter setting and increase all DA 64 feet and all MDA 80 feet and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility  $\frac{1}{4}$  SM. Rwy 32 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:**  
Climb to 3000 direct  
HUDLA and hold.

|                   |                                    |                |                 |
|-------------------|------------------------------------|----------------|-----------------|
| AWOS-3<br>118.325 | MINNEAPOLIS CENTER<br>118.05 239.0 | GCO<br>121.725 | CTAF<br>122.9 ① |
|-------------------|------------------------------------|----------------|-----------------|



|           |  |           |
|-----------|--|-----------|
| ELEV 1288 |  | TDZE 1287 |
|-----------|--|-----------|



STURGIS, SOUTH DAKOTA

AL-9215 (FAA)

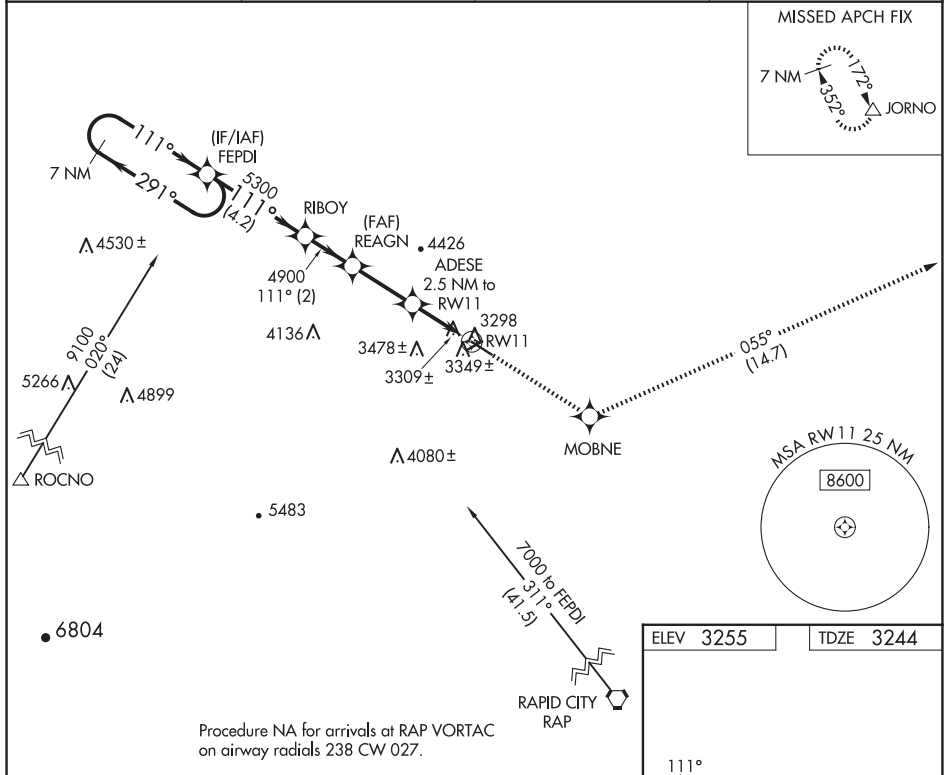
24249

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>53432</b><br><b>W11A</b> | APP CRS<br><b>111°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5100</b><br><b>3244</b><br><b>3255</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 11

STURGIS MUNI (49B)

|   |   |  |  |
|---|---|--|--|
| RNP APCH - GPS.                                       |   | MISSED APPROACH: Climb to 7000 direct MOBNE and on track 055° to JORNO and hold. |  |
| Rwy 11 helicopter visibility reduction below ¾ SM NA. |   |  |  |
| AWOS-3P<br><b>119.275</b>                             | ELLSWORTH APP CON ★<br><b>119.5 259.1</b> | GCO<br><b>121.725</b>  | UNICOM<br><b>122.8</b> (CTAF) <b>0</b> |



|  |        |             |                        |
|--|--------|-------------|------------------------|
| VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 22). |        |             |                        |
| 7 NM Holding Pattern   | FEPMI  | RIBOY       | REAGN                  |
| 6600   | 5300   | 4900        | 4080                   |
| 291°   | 111°   | 111°        | 055°                   |
| 4.2 NM   | 2 NM   | 2.5 NM      | 2.5 NM                 |
| CATEGORY   | A      | B           | C                      |
| LP MDA   | 3620-1 | 376 (400-1) | NA                     |
| LNAV MDA   | 3660-1 | 416 (500-1) | 3660-1 1/8 (500-1 1/8) |

STURGIS, SOUTH DAKOTA

Amdt 1D 05SEP24

44°25'N-103°23'W

STURGIS MUNI (49B)

# RNAV (GPS) RWY 11

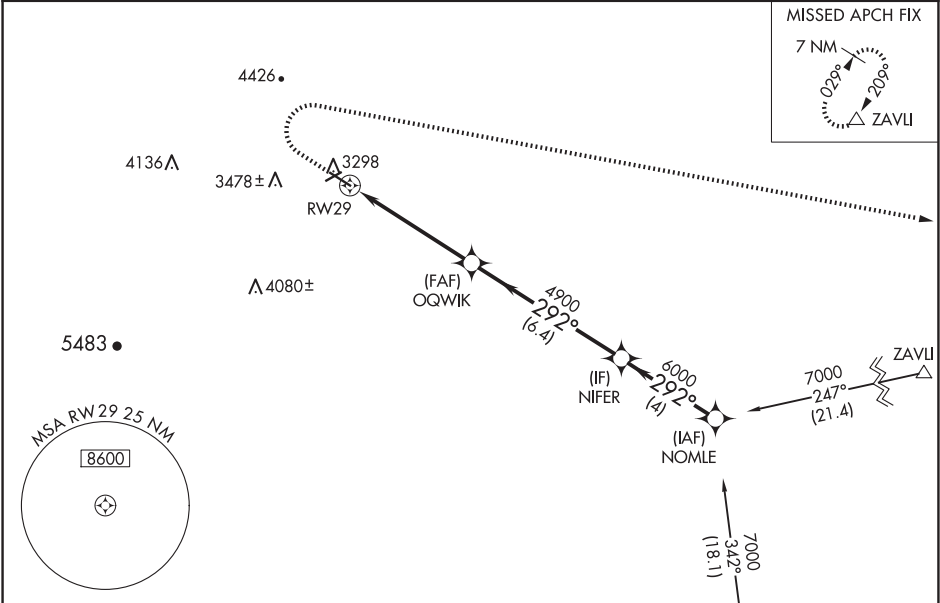
NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>90321</b><br><b>W29A</b> | APP CRS<br><b>292°</b> | Rwy Idg<br>TDZE <b>3231</b><br>Apt Elev <b>3255</b> |
|--|------------------------|---|

RNAV (GPS) RWY 29  
STURGIS MUNI (49B)

|  |   |
|--|---|
| RNP APCH - GPS.  | MISSED APPROACH: Climb to 3700 then climbing right turn to 7000 direct ZAVU and hold. |
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C<br>*Missed approach requires minimum climb of 364 feet per NM to 4900. |   |

|                           |   |                       |                                 |
|---------------------------|---|-----------------------|---------------------------------|
| AWOS-3P<br><b>119.275</b> | ELLSWORTH APP CON ★<br><b>119.5 259.1</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|---------------------------|---|-----------------------|---------------------------------|



|                  |                  |
|------------------|------------------|
| ELEV <b>3255</b> | TDZE <b>3231</b> |
|------------------|------------------|

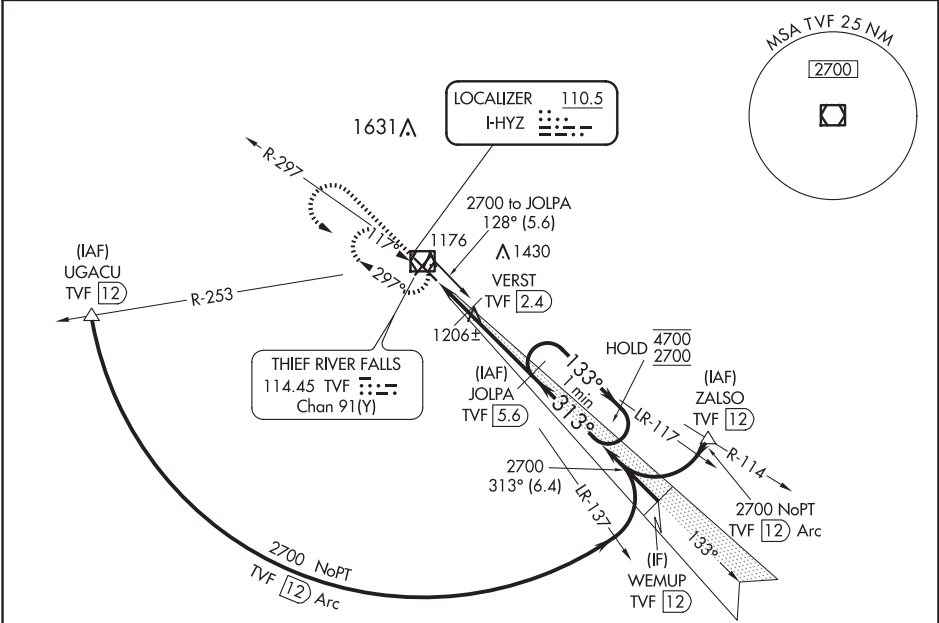
|   |      |   |                    |
|---|------|---|--------------------|
| Procedure NA for arrivals at RAP VORTAC on airway radials 252 CW 072. |      | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 29). |                    |
| 3700  | 7000 | ZAVU  | NOMLE              |
| OQWIK   |      | NIFER   | 7000               |
| RW29  |      | 4900  | 6000               |
| 4900  |      | 292°  | GP 3.00°           |
| 5.2 NM  |      | 6.4 NM  | TCH 50             |
| CATEGORY  |      | A   | B                  |
| LPV   |      | DA*   | 3532-1 301 (300-1) |
| LPV   |      | DA  | 3532-1 301 (300-1) |
| LNAV/VNAV   |      | DA  | 3532-1 301 (300-1) |
| LNAV  |      | MDA   | 3640-1 409 (400-1) |

|           |         |          |      |
|-----------|---------|----------|------|
| LOC I-HYZ | APP CRS | Rwy Idg  | 6304 |
| 110.5     | 313°    | TDZE     | 1114 |
|           |         | Apt Elev | 1119 |

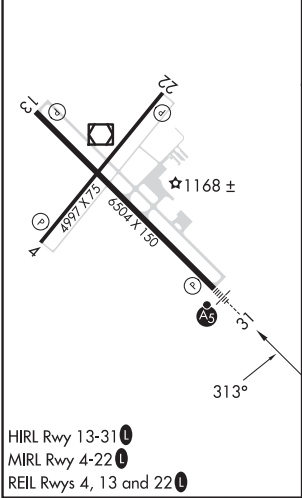
ILS or LOC RWY 31  
THIEF RIVER FALLS RGNL (TVF)

|  |       |  |
|--|-------|--|
| DME required for procedure entry. DME required.  | MALSR | MISSED APPROACH: Climb to 2700 then left turn direct TVF VOR/DME and hold. |
| For inop ALS, increase S-LOC 31 Cat C/D visibility to 1 SM.<br>DME from TVF VOR/DME. Simultaneous reception of I-HYZ and TVF DME required. |       |  |

|                     |                                    |                        |
|---------------------|------------------------------------|------------------------|
| AWOS-3PT<br>119,025 | MINNEAPOLIS CENTER<br>132.15 269.6 | UNICOM<br>122.8 (CTAF) |
|---------------------|------------------------------------|------------------------|



|           |   |           |
|-----------|---|-----------|
| ELEV 1119 | D | TDZE 1114 |
|-----------|---|-----------|

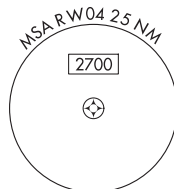
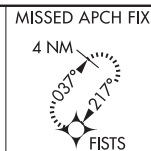
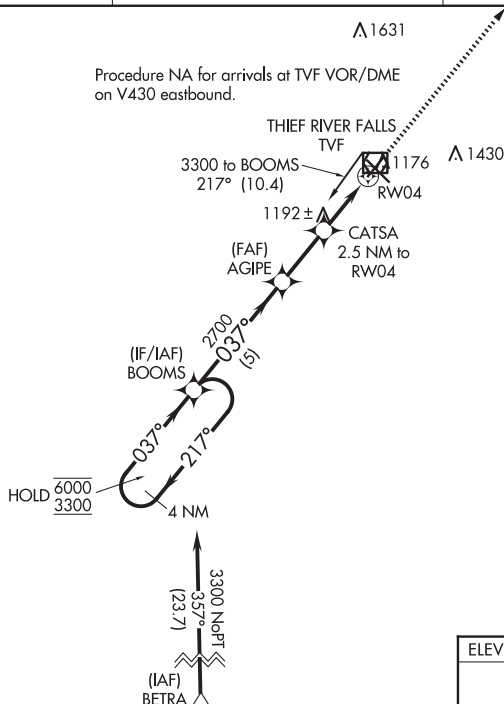


HIRL Rwy 13-31  
MIRL Rwy 4-22  
REIL Rwy 4, 13 and 22

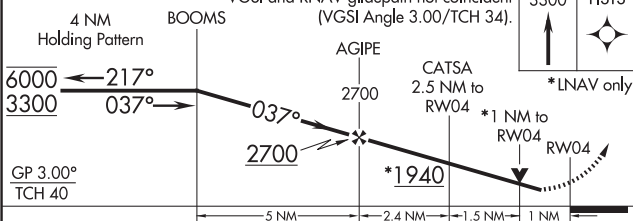
|           |                       |                       |                               |                         |
|-----------|-----------------------|-----------------------|-------------------------------|-------------------------|
| 2700      | TVF                   | JOLPA<br>TVF 5.6      | One Minute<br>Holding Pattern |                         |
| *LOC only | VERST<br>TVF 2.4      | 2700                  | 133° →                        | 4700                    |
| TVF 0.8   | *TVF 1.7              | 1680*                 | ← 313°                        | 2700                    |
| 0.9       |                       | 0.7                   | 3.2 NM                        |                         |
| CATEGORY  | A                     | B                     | C                             | D                       |
| S-ILS 31  | 1314-1½ 200 (200-½)   |                       |                               |                         |
| S-LOC 31  | 1460-½                | 346 (400-½)           | 1460-⅝                        | 346 (400-⅝)             |
| CIRCLING  | 1540-1<br>421 (500-1) | 1580-1<br>461 (500-1) | 1820-2<br>701 (800-2)         | 1980-2¾<br>861 (900-2¾) |

RNAV (GPS) RWY 4  
THIEF RIVER FALLS RGNL (TVF)

**MISSED APPROACH:** Climb to 3300 direct FISTS and hold.

A1655

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 34).



ELEV 1119

D TDZE 1116

HIRL Rwy 13-31 L

MIRL Rwy 4-22 L

REIL Rws 4, 13 and 22 L

NC-1, 12 JUN 2025 to 07 AUG 2025

THIEF RIVER FALLS, MINNESOTA

AL-5201 (FAA)

22307

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>72711</b><br><b>W13A</b> | APP CRS<br><b>133°</b> | Rwy Idg<br>TDZE <b>1115</b><br>Apt Elev <b>1119</b> | <b>6504</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 13

THIEF RIVER FALLS RGNL (TVF)

▼

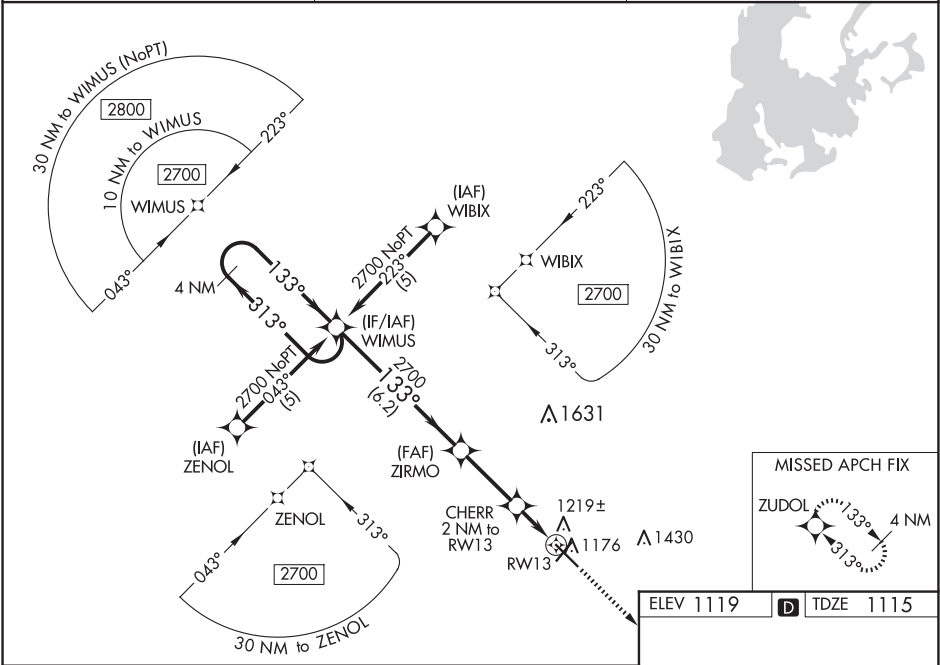
Baro-VNAV and VDP NA when using Crookston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

⚠

When local altimeter setting not received, use Crookston altimeter setting: increase LPV DA to 1447 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1518 feet and all visibilities ¼ SM; increase all MDAs 100 feet and visibility Cats C and D ¾ SM.

MISSED APPROACH:  
Climb to 2700 direct  
ZUDOL and hold.

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>119.025</b> | MINNEAPOLIS CENTER<br><b>132.15 269.6</b> | UNICOM<br><b>122.8 (CTAF) ①</b> |
|----------------------------|---|---------------------------------|



4 NM Holding Pattern

GP 3.00°  
TCH 40

WIMUS

ZIRMO

CHERR 2 NM to RW13

RW13

ZUDOL

\*1780

\*1 NM to RW13

\*LNAV only

| CATEGORY     | A                    | B                  | C                  | D                    |
|--------------|----------------------|--------------------|--------------------|----------------------|
| LPV DA       | 1365-1 250 (300-1)   |                    |                    |                      |
| LNAV/VNAV DA | 1436-1¼ 321 (400-1¼) |                    |                    |                      |
| LNAV MDA     | 1480-1 365 (400-1)   |                    |                    | 1480-1¼ 365 (400-1¼) |
| CIRCLING     | 1540-1 421 (500-1)   | 1580-1 461 (500-1) | 1820-2 701 (800-2) | 1980-2¾ 861 (900-2¾) |

HIRL Rwy 13-31 ①

MIRL Rwy 4-22 ①

REIL Rws 4, 13 and 22 ①

THIEF RIVER FALLS, MINNESOTA  
Orig-B 23APR20

48°04'N-96°11'W

THIEF RIVER FALLS RGNL (TVF)

RNAV (GPS) RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



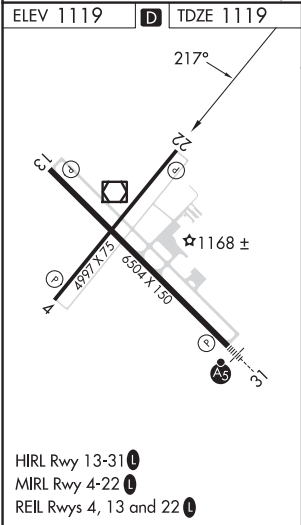
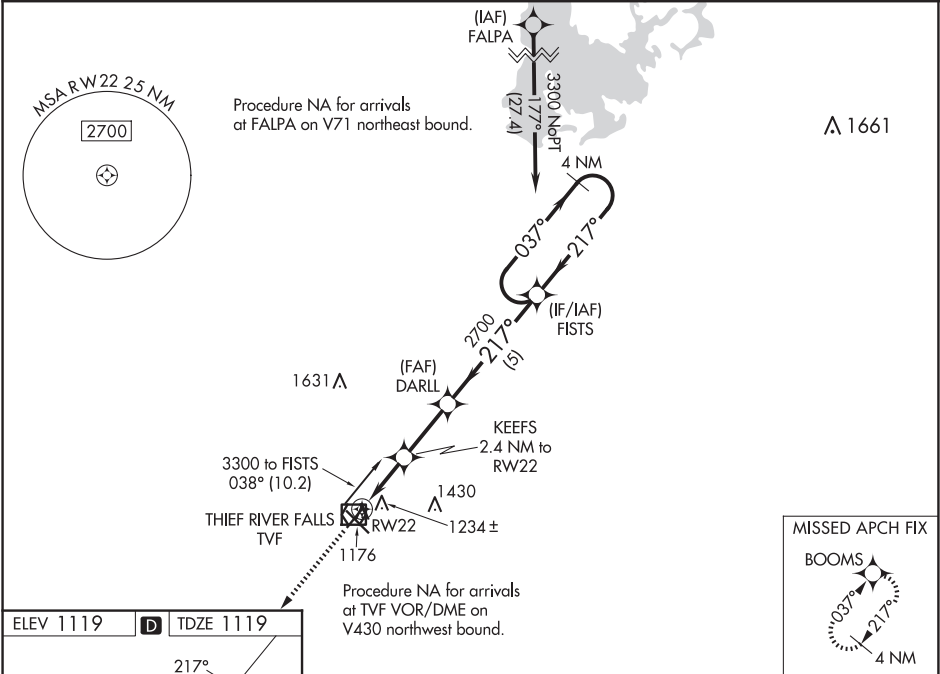
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>77836</b><br><b>W22A</b> | APP CRS<br><b>217°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4997</b><br><b>1119</b><br><b>1119</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 22  
THIEF RIVER FALLS RGNL (TVF)

**⚠** Baro-VNAV and VDP NA when using Crookston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crookston altimeter setting and increase all DA 82 feet and all MDA 100 feet. Increase LPV all Cats visibility to 1 1/8 mile and LNAV/VNAV all Cats visibility to 1 1/4 mile.

MISSED APPROACH:  
Climb 3300 direct  
BOOMS and hold.

|                            |   |  |
|----------------------------|---|--|
| AWOS-3PT<br><b>119.025</b> | MINNEAPOLIS CENTER<br><b>132.15 269.6</b> | UNICOM<br><b>122.8 (CTAF)</b> <b>1</b> |
|----------------------------|---|--|



|                              |                       |                       |  |  |  |       |  |                      |  |
|------------------------------|-----------------------|-----------------------|--|--|--|-------|--|----------------------|--|
| ELEV 1119 <b>D</b> TDZE 1119 |                       | 3300 BOOMS            |  | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34). |  | FISTS |  | 4 NM Holding Pattern |  |
| *LNAV only                   |                       | KEEFS 2.4 NM to RW22  |  | DARLL 2700   |  | 217°  |  | 037°                 |  |
| *1.1 NM to RW22              |                       | RW22                  |  | 1920*  |  | 2700  |  | GP 3.00°             |  |
| 1.1 NM                       |                       | 1.3 NM                |  | 2.4 NM   |  | 5 NM  |  | TCH 40               |  |
| CATEGORY                     | A                     | B                     |  | C  |  | D     |  |                      |  |
| LPV DA                       | 1369-1                | 250 (300-1)           |  | NA   |  |       |  |                      |  |
| LNAV/VNAV DA                 | 1396-1                | 277 (300-1)           |  | NA   |  |       |  |                      |  |
| LNAV MDA                     | 1500-1                | 381 (400-1)           |  | NA   |  |       |  |                      |  |
| <b>C</b> CIRCLING            | 1540-1<br>421 (500-1) | 1580-1<br>461 (500-1) |  | NA   |  |       |  |                      |  |

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NC-1, 12 JUN 2025 to 07 AUG 2025

THIEF RIVER FALLS, MINNESOTA

AL-5201 (FAA)

22307

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>69311</b><br><b>W31A</b> | APP CRS<br><b>313°</b> | Rwy Idg<br>TDZE <b>1114</b><br>Apt Elev <b>1119</b> | <b>6304</b> |
|--|------------------------|---|-------------|

# RNAV (GPS) RWY 31

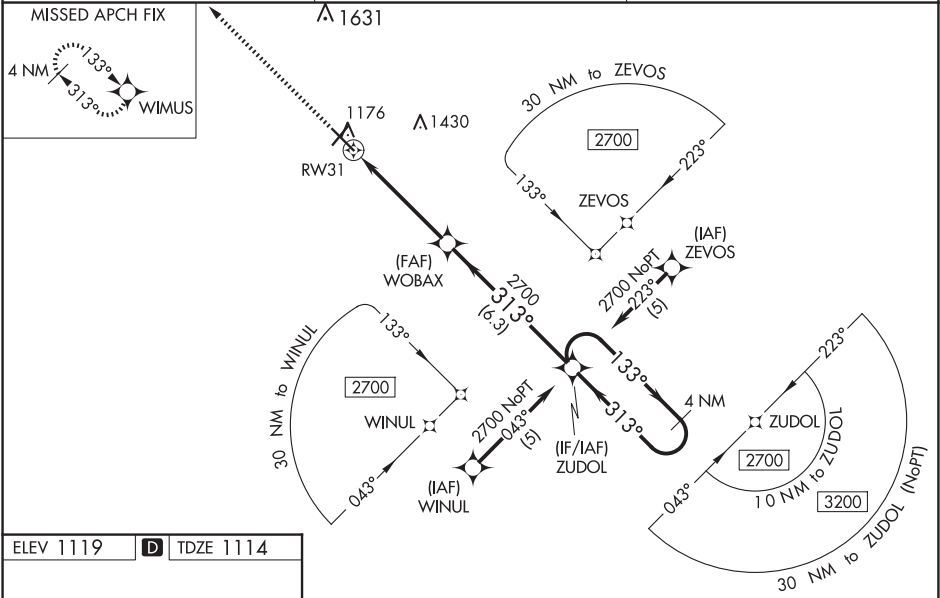
THIEF RIVER FALLS RGNL (TVF)

**⚠** Baro-VNAV and VDP NA when using Crockston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crockston altimeter setting: increase LPV DA to 1446 feet and all visibilities  $\frac{1}{8}$  SM; increase LNAV/VNAV DA to 1510 feet and all visibilities  $\frac{3}{8}$  SM; increase all MDAs 100 feet and visibility Cats C and D  $\frac{1}{4}$  SM. For inoperative MALSR, increase LNAV Cats C/D visibility to  $\frac{1}{8}$  mile. For inoperative MALSR, when using Crockston altimeter setting, increase LPV all Cats visibility to  $\frac{1}{8}$  mile, LNAV/VNAV all Cats visibility to  $\frac{1}{4}$  mile, LNAV Cats C/D visibility to  $\frac{1}{8}$  mile.

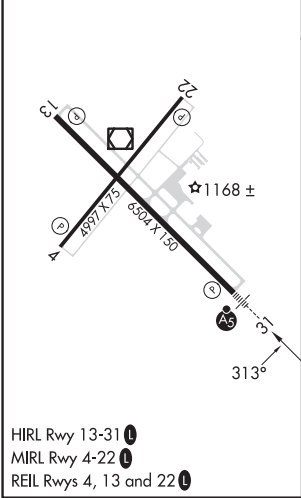
**MALSR**

**MISSED APPROACH:**  
Climb to 2700 direct WIMUS and hold.

|                            |   |                               |
|----------------------------|---|-------------------------------|
| AWOS-3PT<br><b>119.025</b> | MINNEAPOLIS CENTER<br><b>132.15 269.6</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|----------------------------|---|-------------------------------|



|           |          |           |
|-----------|----------|-----------|
| ELEV 1119 | <b>D</b> | TDZE 1114 |
|-----------|----------|-----------|



|                   |                     |                           |                       |  |                      |
|-------------------|---------------------|---------------------------|-----------------------|--|----------------------|
|                   | 2700                | WIMUS                     | WOBAX                 | ZUDOL  | 4 NM Holding Pattern |
|                   |                     |                           |                       |  |                      |
|                   |                     | * LNAV only               | * 1.3 NM to RW31      |  |                      |
|                   |                     |                           |                       |  |                      |
|                   |                     | 1.3 NM                    | 3.5 NM                | 6.3 NM   |                      |
| CATEGORY          | A                   | B                         | C                     | D  |                      |
| LPV DA            | 1364- $\frac{1}{2}$ | 250 (300- $\frac{1}{2}$ ) |                       |  |                      |
| LNAV/VNAV DA      | 1428- $\frac{1}{2}$ | 314 (400- $\frac{1}{2}$ ) |                       |  |                      |
| LNAV MDA          | 1580- $\frac{1}{2}$ | 466 (500- $\frac{1}{2}$ ) | 1580-1                | 466 (500-1)  |                      |
| <b>C</b> CIRCLING | 1580-1              | 461 (500-1)               | 1820-2<br>701 (800-2) | 1980-2 $\frac{3}{4}$<br>861 (900-2 $\frac{3}{4}$ ) |                      |

THIEF RIVER FALLS, MINNESOTA  
Orig-B 23APR20

48°04'N-96°11'W

# THIEF RIVER FALLS RGNL (TVF) RNAV (GPS) RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

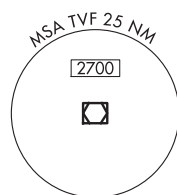
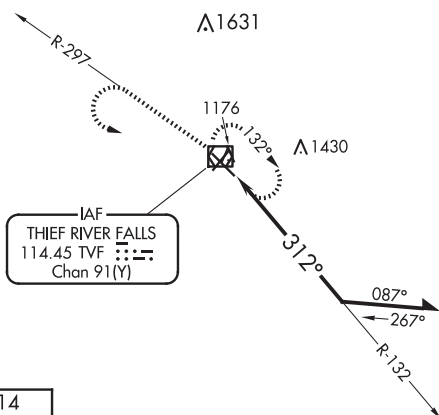
|  |                        |   |
|--|------------------------|---|
| VOR/DME TVF<br><b>114.45</b><br>Chan <b>91</b> (Y) | APP CRS<br><b>312°</b> | Rwy Idg <b>6304</b><br>TDZE <b>1114</b><br>Apt Elev <b>1119</b> |
|--|------------------------|---|

VOR RWY 31  
THIEF RIVER FALLS RGNL (TVF)

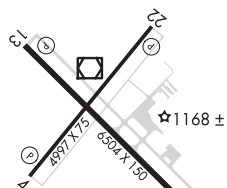


**MISSED APPROACH:** Climb to 2700 on TVF R-297 then left turn direct TVF VOR/DME and hold.

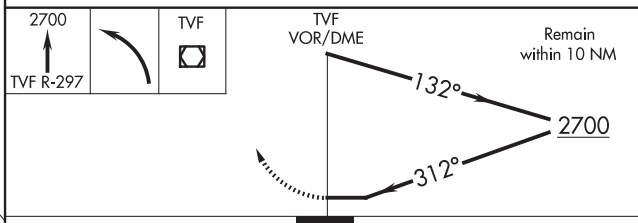
|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>119.025</b> | MINNEAPOLIS CENTER<br><b>132.15 269.6</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|---|---------------------------------|



|           |          |           |
|-----------|----------|-----------|
| ELEV 1119 | <b>D</b> | TDZE 1114 |
|-----------|----------|-----------|



HIRL Rwy 13-31 **L**  
MIRL Rwy 4-22 **L**  
REIL Rwy 4, 13, and 22 **L**



| CATEGORY          | A                   | B | C                     | D                       |
|-------------------|---------------------|---|-----------------------|-------------------------|
| S-31              | 1660-1½ 546 (600-½) |   | 1660-1⅞ 546 (600-1⅞)  |                         |
| <b>C</b> CIRCLING | 1660-1 541 (600-1)  |   | 1820-2<br>701 (800-2) | 1980-2¾<br>861 (900-2¾) |

THIEF RIVER FALLS, MINNESOTA  
Amdt 8E 23APR20

THIEF RIVER FALLS RGNL (TVF)  
VOR RWY 31

THIEF RIVER FALLS, MINNESOTA

AL-5201 (FAA)

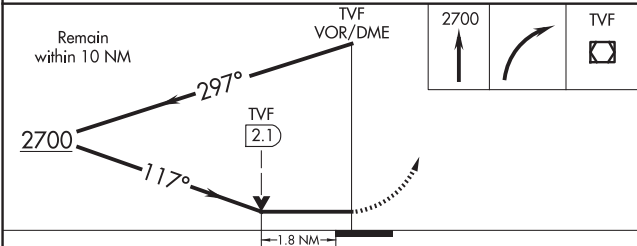
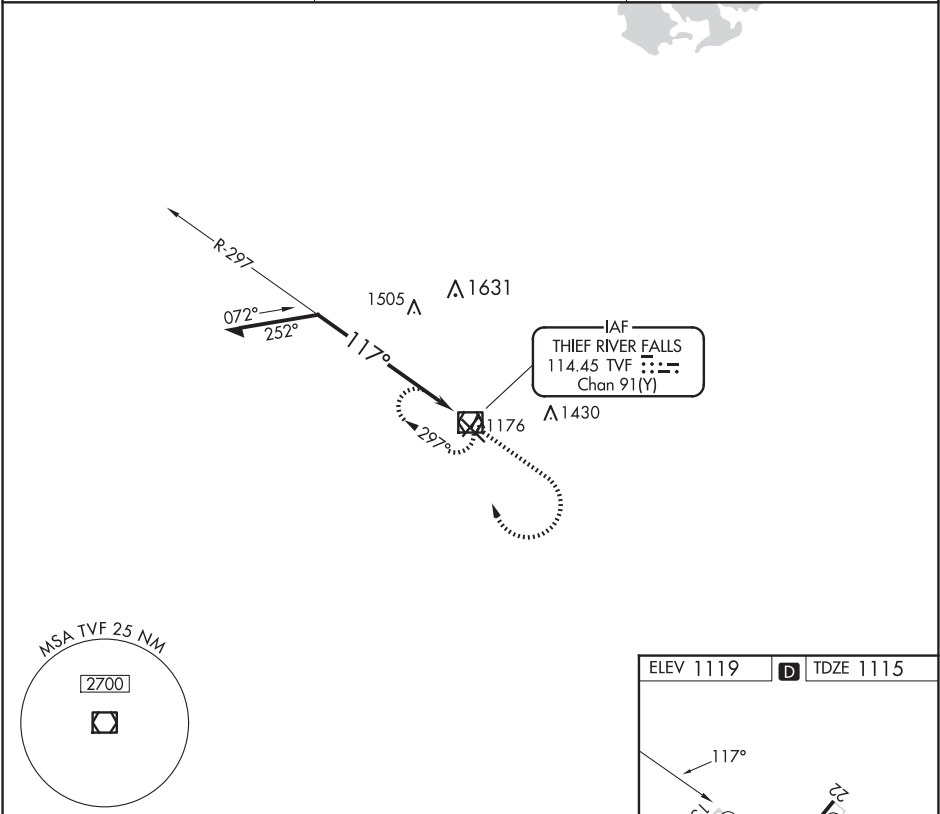
22307


|   |                        |   |
|---|------------------------|---|
| VOR/DME TVF<br><b>114.45</b><br>Chan <b>91(Y)</b> | APP CRS<br><b>117°</b> | Rwy Idg<br>TDZE <b>1115</b><br>Apt Elev <b>1119</b> |
|---|------------------------|---|

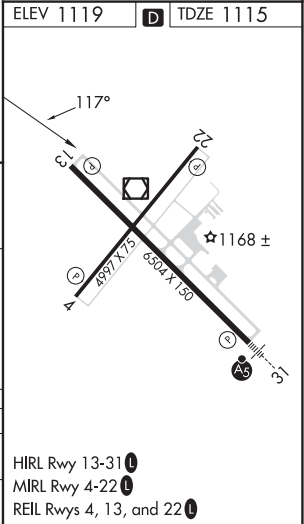
VOR Y RWY 13  
THIEF RIVER FALLS RGNL (TVF)

|  |   |
|--|---|
| <br>Circling to Rwy 4/22 NA at night. | MISSED APPROACH: Climb to 2700 then right turn direct TVF VOR/DME and hold. |
|--|---|

|                            |   |   |
|----------------------------|---|---|
| AWOS-3PT<br><b>119.025</b> | MINNEAPOLIS CENTER<br><b>132.15 269.6</b> | UNICOM<br><b>122.8</b> (CTAF)  |
|----------------------------|---|---|



| CATEGORY   | A                  | B | C                    | D                    |
|--|--------------------|---|----------------------|----------------------|
| S-13   | 1740-1 625 (700-1) |   | 1740-1¾ 625 (700-1¾) | 1740-2 625 (700-2)   |
|  CIRCLING | 1740-1 621 (700-1) |   | 1820-2 701 (800-2)   | 1980-2¾ 861 (900-2¾) |



THIEF RIVER FALLS, MINNESOTA  
Amdt 9B 25APR19

48°04'N-96°11'W

THIEF RIVER FALLS RGNL (TVF)  
VOR Y RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

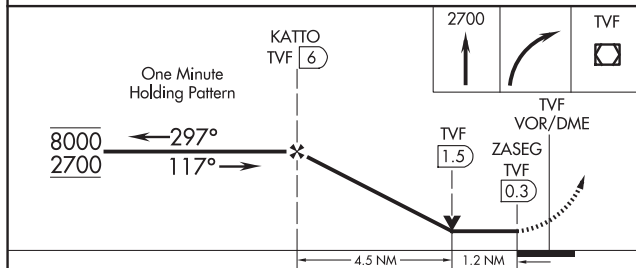
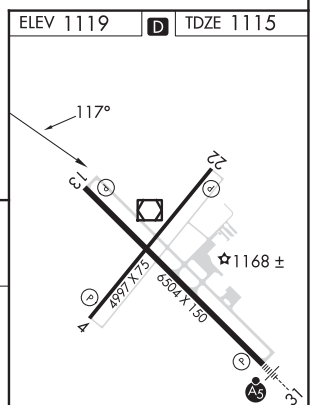
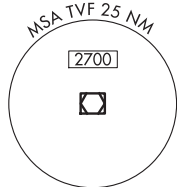
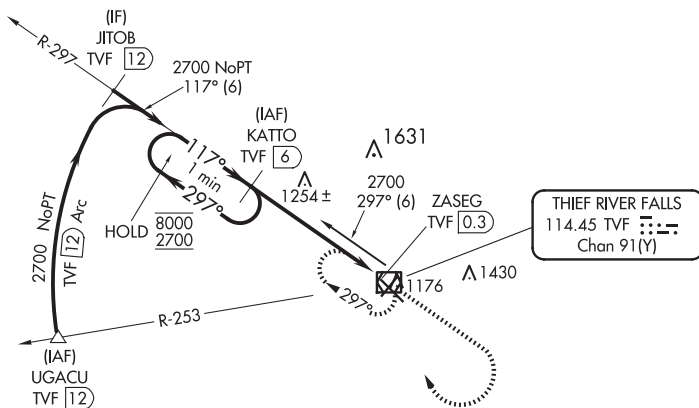
|   |                        |   |
|---|------------------------|---|
| VOR/DME TVF<br><b>114.45</b><br>Chan <b>91(Y)</b> | APP CRS<br><b>117°</b> | Rwy Idg <b>6504</b><br>TDZE <b>1115</b><br>Apt Elev <b>1119</b> |
|---|------------------------|---|

VOR Z RWY 13  
THIEF RIVER FALLS RGNL(TVF)

DME required.

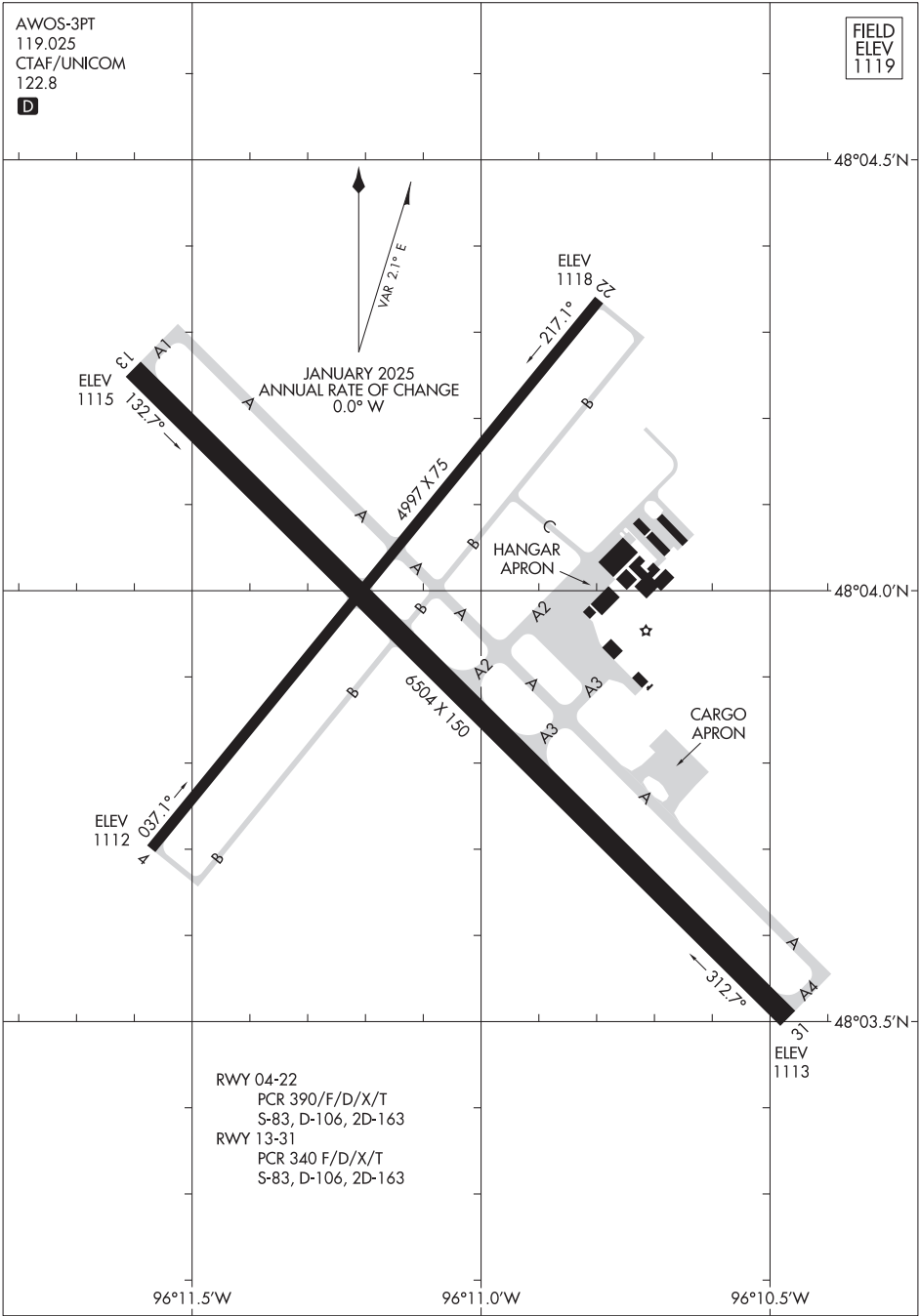
**MISSED APPROACH:** Climb to 2700 then right turn direct TVF VOR/DME and hold.

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>119.025</b> | MINNEAPOLIS CENTER<br><b>132.15 269.6</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|---|---------------------------------|



| CATEGORY | A      | B           | C       | D            |
|----------|--------|-------------|---------|--------------|
| S-13     | 1520-1 | 405 (500-1) | 1520-1¼ | 405 (500-1¼) |

HIRL Rwy 13-31 **L**  
MIRL Rwy 4-22 **L**  
REIL Rwy 4, 13, and 22 **L**



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>82139</b><br><b>W12A</b> | APP CRS<br><b>125°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5102</b><br><b>2253</b><br><b>2271</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 12

TIOGA MUNI (D60)

RNP APCH.

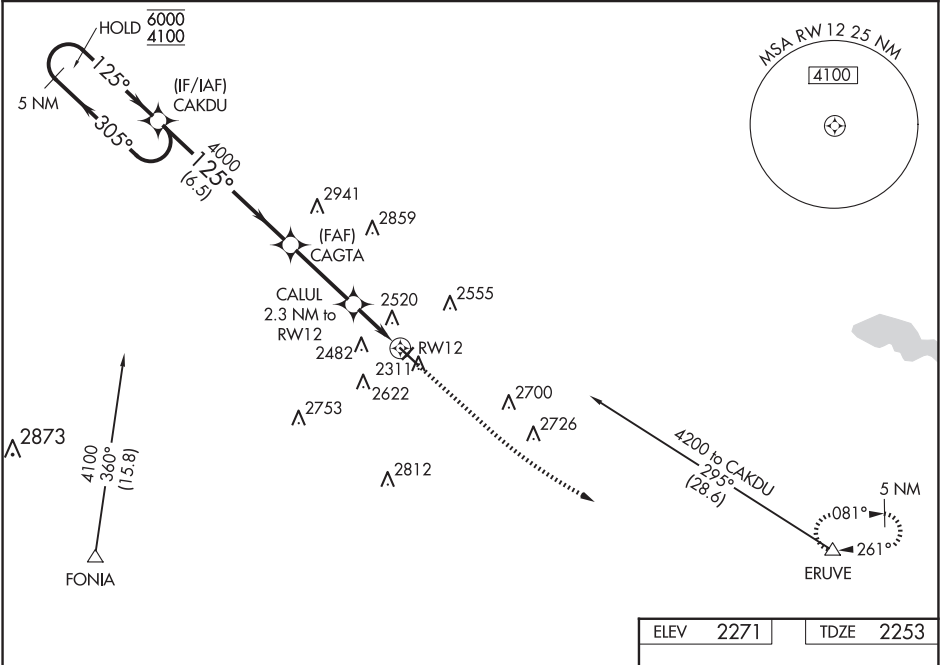
▼

▲

Circling NA to Rwy 3 and 21. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2720 then climbing left turn to 5000 direct ERUVE and hold.

|                          |  |                        |
|--------------------------|--|------------------------|
| AWOS-3<br><b>118.575</b> | MINNEAPOLIS CENTER<br><b>127.6 279.6</b> | CTAF<br><b>122.9 0</b> |
|--------------------------|--|------------------------|



5 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

2720 5000 ERUVE

CAKDU

CAGTA

CALUL 2.3 NM to RW12

\*1.6 NM to RW12

RW12

\*3000

GP 3.00° TCH 45

6.5 NM 3.1 NM 0.7 1.6 NM

|              |                    |                      |                    |                      |
|--------------|--------------------|----------------------|--------------------|----------------------|
| CATEGORY     | A                  | B                    | C                  | D                    |
| LPV DA       | 2503-1 250 (300-1) |                      |                    |                      |
| LNAV/VNAV DA | 2819-2 566 (600-2) |                      |                    |                      |
| LNAV MDA     | 2780-1 527 (600-1) | 2780-1½ 527 (600-1½) |                    |                      |
| CIRCLING     | 2820-1 549 (600-1) | 2980-1 709 (800-1)   | 2980-2 709 (800-2) | 3000-2¼ 729 (800-2¼) |

MIRL Rwy 12-30 0

125° to RW12

0.6% UP

3200 X 120

0.6% UP

5102 X 75

TIOGA, NORTH DAKOTA

AL-9025 (FAA)

20002

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56630</b><br><b>W30A</b> | APP CRS<br><b>305°</b> | Rwy Idg<br>TDZE <b>2271</b><br>Apt Elev <b>2271</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 30

TIOGA MUNI (D60)

RNP APCH.

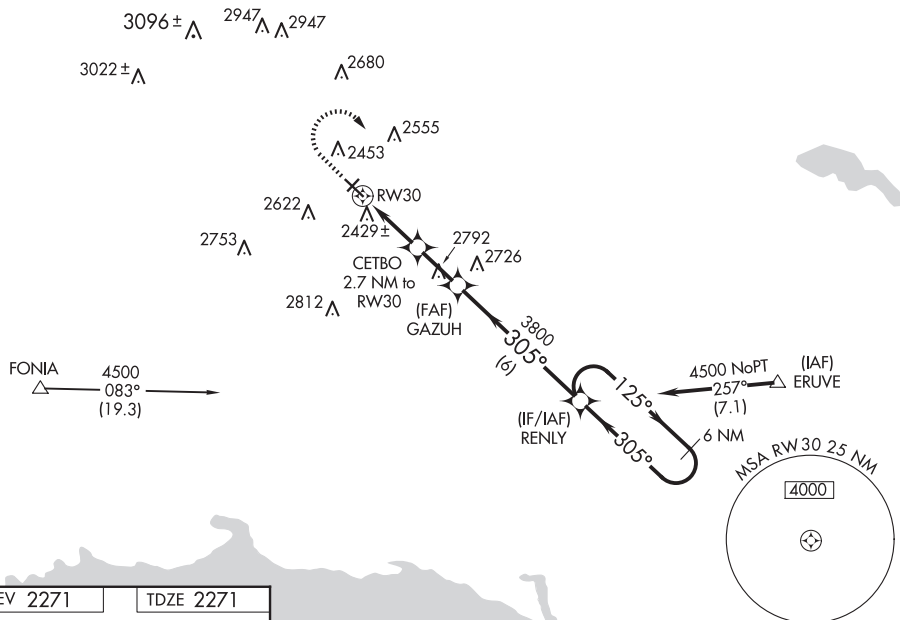
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.  
**A** Rwy 30 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Circling NA to Rwy 3 and 21.

MISSED APPROACH: Climb to 3200 then climbing right turn to 4500 direct RENLY and hold.

AWOS-3  
**118.575**

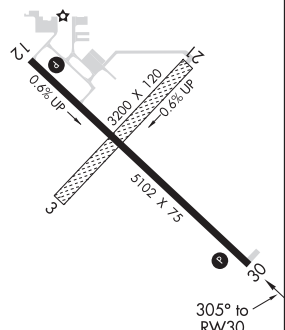
MINNEAPOLIS CENTER  
**127.6 279.6**

CTAF  
**122.9**



ELEV 2271

TDZE 2271



|                   |   |                    |  |   |
|-------------------|---|--------------------|--|---|
| 3200              | 4500  | RENLY              | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25). |   |
| *LNAV only        |   |                    | GAZUH  | RENLY   |
|                   |   |                    | CETBO 2.7 NM to RW30   | 3800  |
|                   |   |                    | 3160*  | 3800  |
|                   |   |                    | 2.7 NM   | 2 NM  |
|                   |   |                    | 6 NM   | 6 NM  |
| CATEGORY          | A   | B                  | C  | D   |
| LPV DA            | 2521-1 250 (300-1)                              |                    |  |   |
| LNAV/VNAV DA      | 2712-1 $\frac{3}{8}$ 441 (500-1 $\frac{3}{8}$ ) |                    |  |   |
| LNAV MDA          | 2720-1 449 (500-1)                              |                    | 2720-1 $\frac{3}{8}$ 449 (500-1 $\frac{3}{8}$ )                  |   |
| <b>C</b> CIRCLING | 2820-1 549 (600-1)                              | 2980-1 709 (800-1) | 2980-2 709 (800-2)   | 3000-2 $\frac{1}{4}$ 729 (800-2 $\frac{1}{4}$ ) |

MRL Rwy 12-30

TIOGA, NORTH DAKOTA

Amdt 1C 05DEC19

48°23'N-102°54'W

TIOGA MUNI (D60)

# RNAV (GPS) RWY 30



APP CRS  
**088°**

Rwy Ldg  
TDZE  
**1369**

Apt Elev  
**1370**

RNAV (GPS) RWY 8  
TOWER MUNI (12D)

RNP APCH.

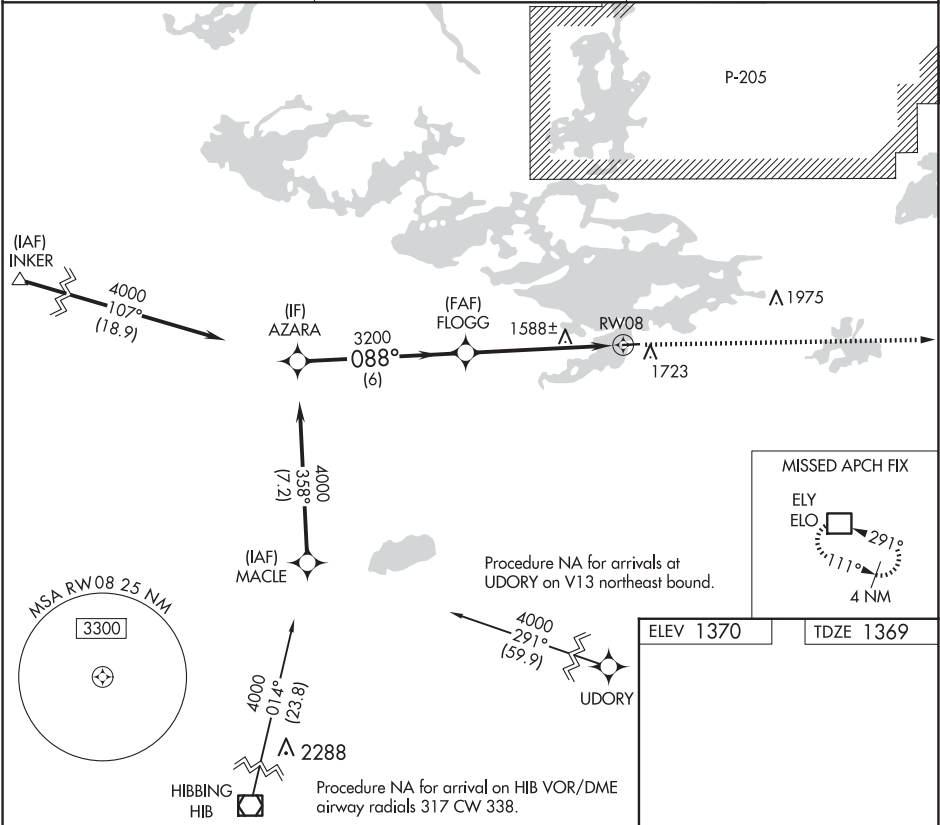
Procedure NA at night.

Rwy 8 helicopter visibility reduction below 1 SM NA.

Use Cook altimeter setting,

MISSED APPROACH: Climb to 4000  
direct ELO DME and hold.

|                              |   |                        |
|------------------------------|---|------------------------|
| CQM AWOS-3<br><b>118.175</b> | MINNEAPOLIS CENTER<br><b>127.9 281.45</b> | CTAF<br><b>122.9 0</b> |
|------------------------------|---|------------------------|



AZARA

FLOGG

RW08

4000

3200

3.00° TCH 40

6 NM

5.6 NM

4000

ELO

088°

3400 X 75

26

WATER RWY:  
14W-32W 5000 X 200

MIRL Rwy 8-26 0

|          |        |             |                         |    |
|----------|--------|-------------|-------------------------|----|
| CATEGORY | A      | B           | C                       | D  |
| LNAV MDA | 1940-1 | 571 (600-1) | 1940-1½<br>571 (600-1½) | NA |

TOWER, MINNESOTA

|                        |   |
|------------------------|---|
| APP CRS<br><b>268°</b> | Rwy Ldg <b>3400</b><br>TDZE <b>1370</b><br>Apt Elev <b>1370</b> |
|------------------------|---|

## RNAV (GPS) RWY 26

TOWER MUNI (12D)

RNP APCH.



Procedure NA at night.



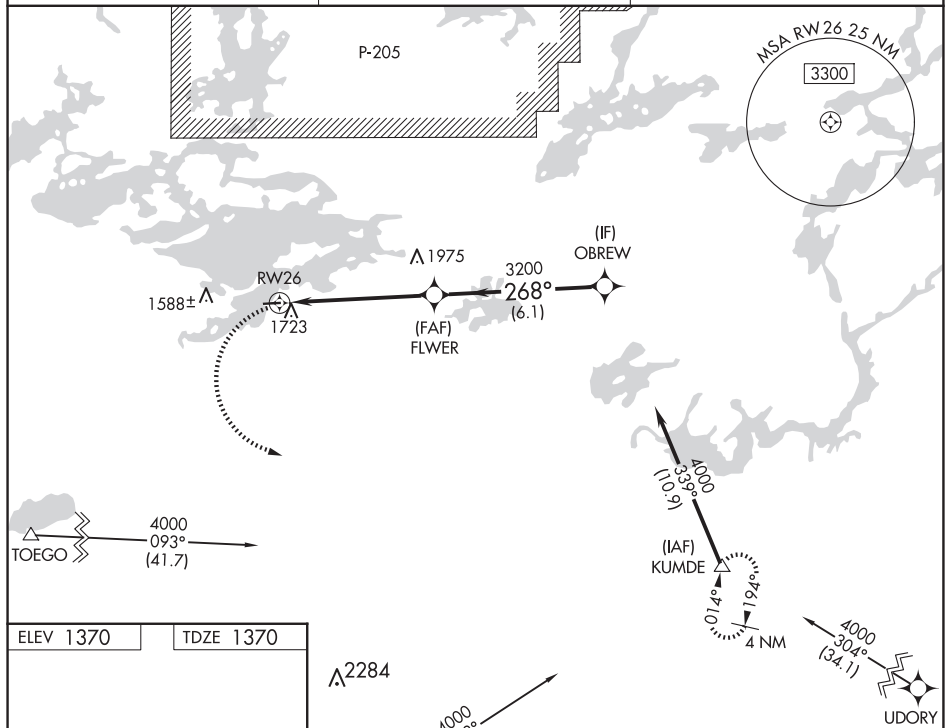
Rwy 26 helicopter visibility reduction below 1 SM NA.



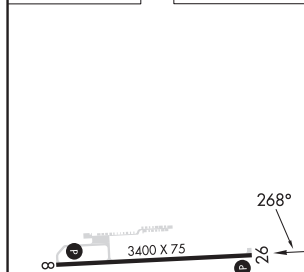
Use Cook altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct KUMDE and hold.

|                              |   |  |
|------------------------------|---|--|
| CQM AWOS-3<br><b>118.175</b> | MINNEAPOLIS CENTER<br><b>127.9 281.45</b> | CTAF<br><b>122.9</b>  |
|------------------------------|---|--|



|           |  |           |
|-----------|--|-----------|
| ELEV 1370 |  | TDZE 1370 |
|-----------|--|-----------|



WATER RWY:  
14W-32W 5000 X 200

MIRL Rwy 8-26 **L**

TOWER, MINNESOTA

Orig-C 05DEC19

47°49'N-92°17'W

TOWER MUNI (12D)

## RNAV (GPS) RWY 26

NC-1, 12 JUN 2025 to 07 AUG 2025



TRACY, MINNESOTA

AL-9494 (FAA)

23110

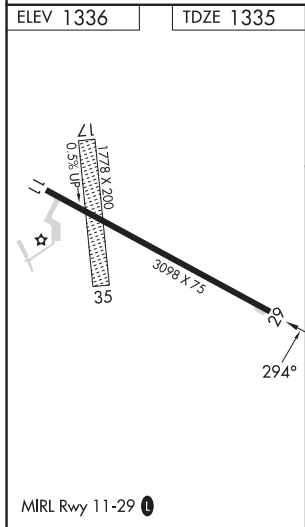
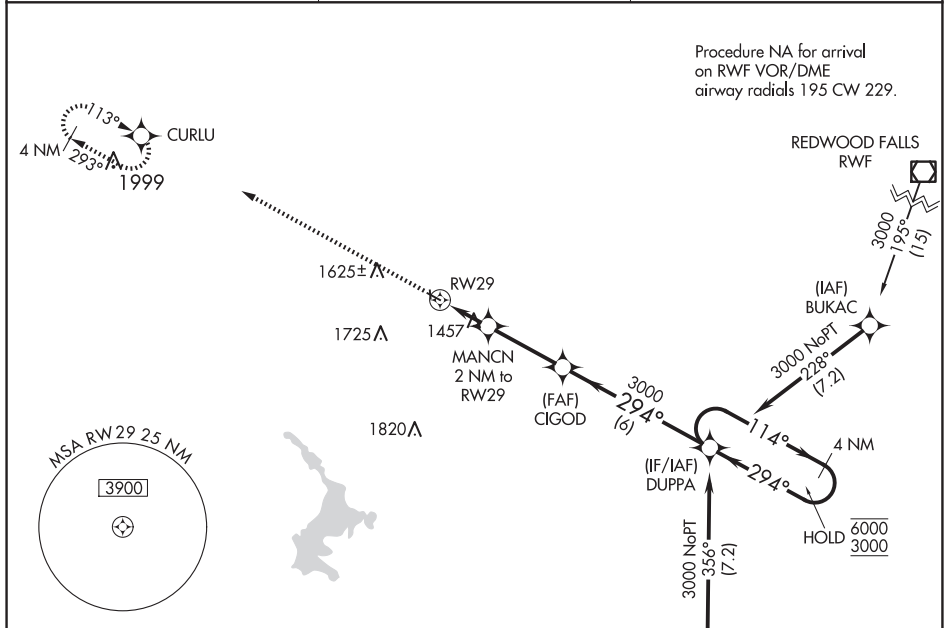
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3098 |
| 294°    | TDZE     | 1335 |
|         | Apt Elev | 1336 |

# RNAV (GPS) RWY 29

TRACY MUNI (TKC)

|   |   |
|---|---|
| RNP APCH-GPS.   | MISSED APPROACH: Climb to 3200 direct CURLU and hold. |
| <div>▼<br/>▲</div> Procedure NA at night. Circling NA to Rwy 17-35. |   |

|                   |                                   |                        |
|-------------------|-----------------------------------|------------------------|
| AWOS-3PT<br>120.0 | MINNEAPOLIS CENTER<br>127.1 290.2 | CTAF<br>122.9 <b>0</b> |
|-------------------|-----------------------------------|------------------------|



|                |        |                    |       |       |                      |
|----------------|--------|--------------------|-------|-------|----------------------|
| 3200           | CURLU  | MANCN 2 NM to RW29 | CIGOD | DUPPA | 4 NM Holding Pattern |
| 1.3 NM to RW29 | 0.7 NM | 3.07° TCH 40       | 294°  | 114°  | 6000 3000            |
| 1.3 NM         | 0.7 NM | 3 NM               | 6 NM  |       |                      |
| CATEGORY       | A      | B                  | C     | D     |                      |
| LN AV MDA      | 1720-1 | 385 (400-1)        | NA    | NA    |                      |
| CIRCLING       | 1920-1 | 584 (600-1)        | NA    | NA    |                      |

TRACY, MINNESOTA  
Amdt 1A 20APR23

44°15'N-95°36'W

# TRACY MUNI (TKC)

## RNAV (GPS) RWY 29

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>53721</b><br><b>W06A</b> | APP CRS<br><b>061°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4400</b><br><b>1073</b><br><b>1073</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 6

RICHARD B HELGESON (TWM)

RNP APCH.

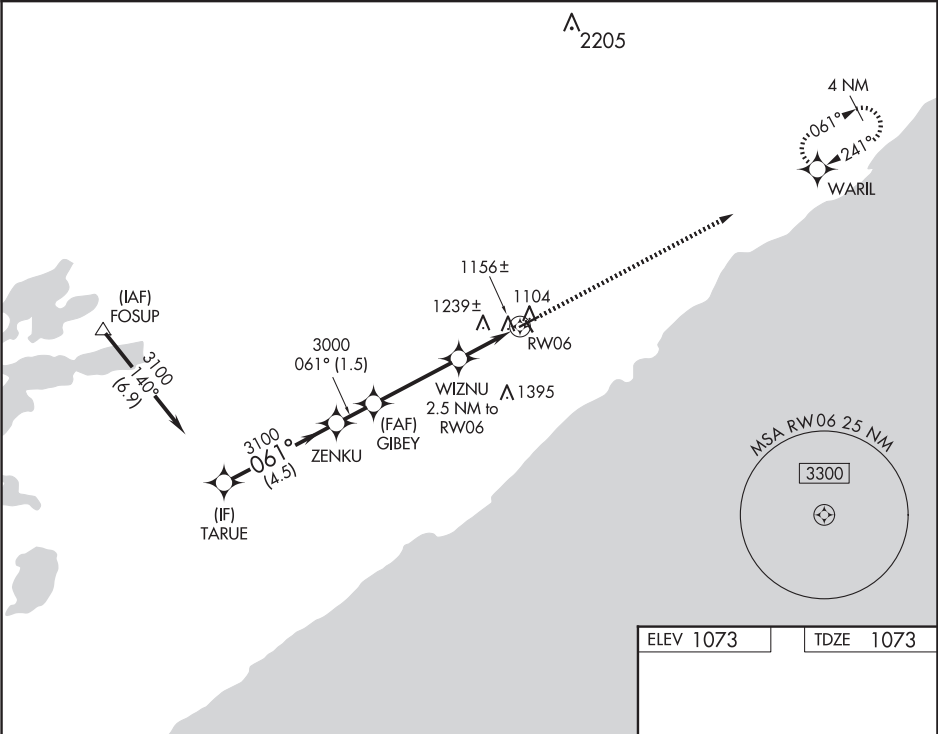
▼

▲

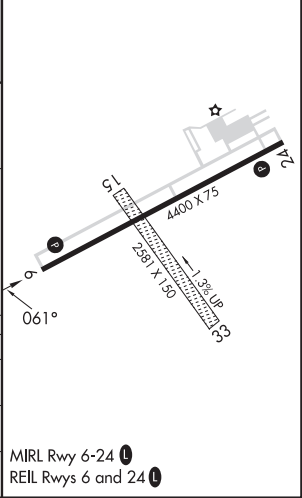
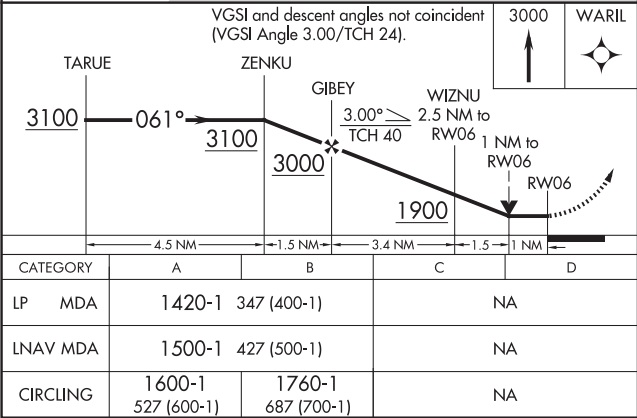
When local altimeter setting not received, use Duluth Intl altimeter setting and increase all MDA 120 feet. VDP NA when using Duluth Intl altimeter setting.  
Rwy 6 helicopter visibility reduction below ¾ SM NA. Circling Rwy 15, 33 NA.

MISSED APPROACH: Climb to 3000 direct WARIL and hold.

|                            |                                       |                       |                      |
|----------------------------|---------------------------------------|-----------------------|----------------------|
| AWOS-3PT<br><b>119.325</b> | DULUTH APP CON<br><b>125.45 233.7</b> | GCO<br><b>121.725</b> | CTAF<br><b>122.9</b> |
|----------------------------|---------------------------------------|-----------------------|----------------------|



|           |           |
|-----------|-----------|
| ELEV 1073 | TDZE 1073 |
|-----------|-----------|



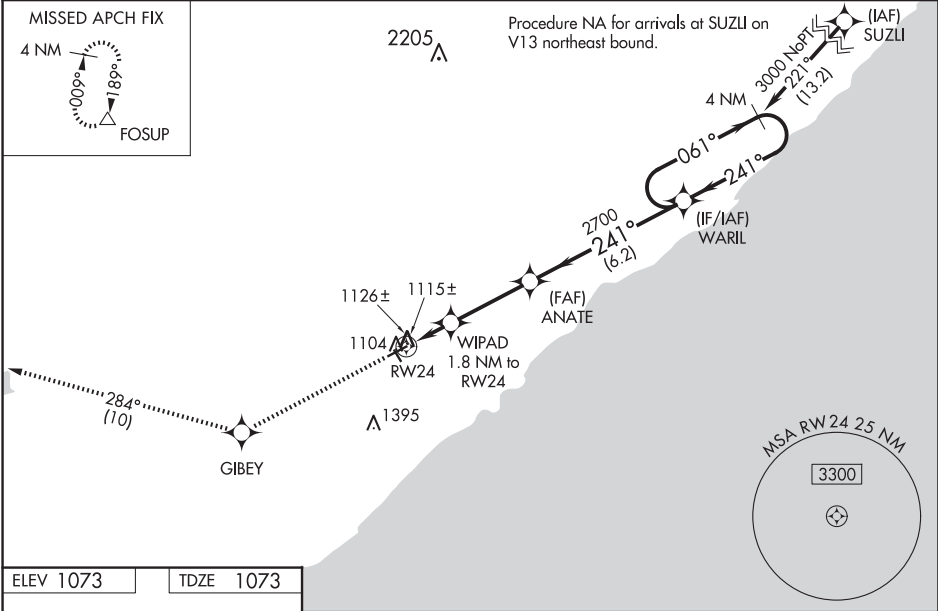
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|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>90521</b><br><b>W24A</b> | APP CRS<br><b>241°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4400</b><br><b>1073</b><br><b>1073</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 24

RICHARD B HELGESON (TWM)

|           |  |
|-----------|--|
| RNP APCH. | <div><div>▼</div>Baro-VNAV NA and VDP NA when using Duluth Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Duluth Intl altimeter setting; increase LPV and LNAV/VNAV DA to 1424 feet and visibility all Cats ¼ SM; increase all MDA 120 feet. Rwy 24 helicopter visibility reduction below ¾ SM NA. Circling to Rwy 15, 33 NA.</div> <div><div>MISSED APPROACH:</div>Climb to 3600 direct GIBEY and on track 284° to FOSUP and hold.</div> |
|-----------|--|

|                            |                                       |                       |                        |
|----------------------------|---------------------------------------|-----------------------|------------------------|
| AWOS-3PT<br><b>119.325</b> | DULUTH APP CON<br><b>125.45 233.7</b> | GCO<br><b>121.725</b> | CTAF<br><b>122.9 0</b> |
|----------------------------|---------------------------------------|-----------------------|------------------------|



MIRL Rwy 6-24  
REIL Rwys 6 and 24

|              |  |                        |  |                         |  |               |  |  |  |                    |  |
|--------------|--|------------------------|--|-------------------------|--|---------------|--|--|--|--------------------|--|
|              |  |                        |  |                         |  |               |  | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27). |  |                    |  |
|              |  | *LNAV only             |  | WIPAD<br>1.8 NM to RW24 |  | ANATE<br>2700 |  | WARIL<br>4 NM Holding Pattern                                    |  |                    |  |
|              |  | *0.9 NM to RW24        |  | 2700                    |  | 241°          |  | 061°   |  | 3000               |  |
|              |  | RW24                   |  | 1680*                   |  | 2700          |  |  |  | GP 3.00°<br>TCH 40 |  |
|              |  | 0.9 NM                 |  | 0.9 NM                  |  | 3.2 NM        |  | 6.2 NM   |  |                    |  |
| CATEGORY     |  | A                      |  | B                       |  | C             |  | D  |  |                    |  |
| LPV DA       |  | 1323-7/8 250 (300-7/8) |  |                         |  |               |  |  |  | NA                 |  |
| LNAV/VNAV DA |  | 1323-7/8 250 (300-7/8) |  |                         |  |               |  |  |  | NA                 |  |
| LNAV MDA     |  | 1380-1 307 (400-1)     |  |                         |  |               |  |  |  | NA                 |  |
| CIRCLING     |  | 1600-1<br>527 (600-1)  |  | 1760-1<br>687 (700-1)   |  |               |  |  |  | NA                 |  |

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>70618</b><br><b>W13A</b> | APP CRS<br><b>127°</b> | Rwy Idg <b>4201</b><br>TDZE <b>1402</b><br>Apt Elev <b>1402</b> |
|--|------------------------|---|

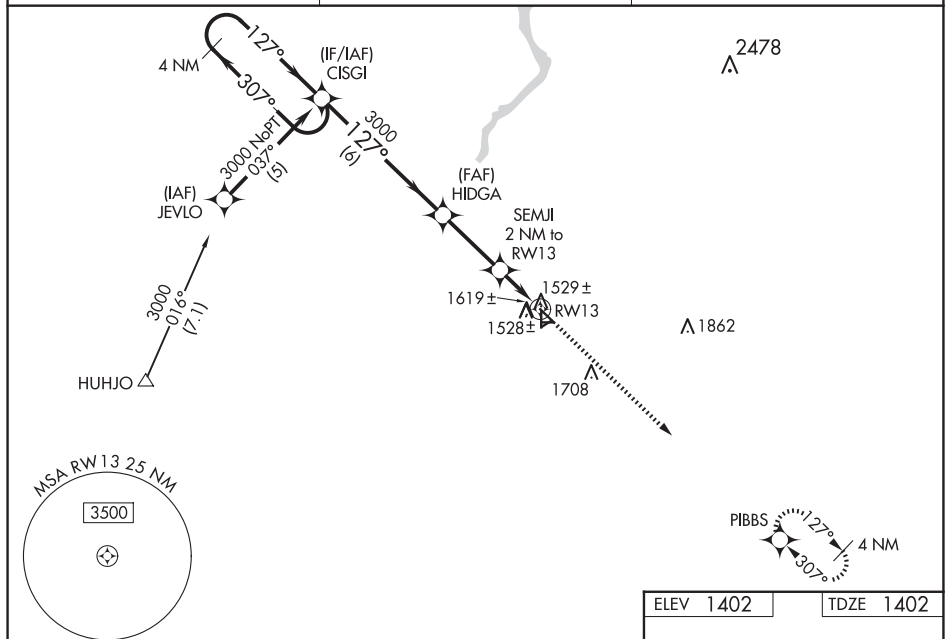
RNAV (GPS) RWY 13  
BARNES COUNTY MUNI (BAC)

RNP APCH - GPS.

**▼** Baro-VNAV NA when using Jamestown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Jamestown altimeter setting: increase LPV DA to 1729 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1966 and all visibilities ¼ SM; increase all MDA 80 feet and visibility LNAV Cat C and Circling Cat C ¼ SM. Circling NA to Rwy 5, 8, 17, 23, 26 and 35. Rwy 13 helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:** Climb to 3100 direct PIBBS and hold.

|                          |  |                                 |
|--------------------------|--|---------------------------------|
| AWOS-3<br><b>118.725</b> | MINNEAPOLIS CENTER<br><b>124.2 270.3</b> | UNICOM<br><b>122.8 (CTAF) L</b> |
|--------------------------|--|---------------------------------|



NC-1, 12 JUN 2025 to 07 AUG 2025

4 NM Holding Pattern

CISGI

HIDGA

3000

3000

3000

307°

127°

127°

GP 3.00°

TCH 40

6 NM

2.8 NM

2 NM

SEMJI

2 NM to RW13

\*2040

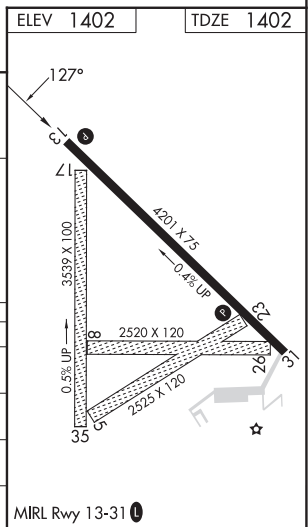
RW13

3100

PIBBS

\*LNAV only

| CATEGORY     | A                                  | B  | C  | D  |
|--------------|------------------------------------|--|--|----|
| LPV DA       | 1652-1                             | 250 (300-1)                              |  | NA |
| LNAV/VNAV DA | 1889-1 <sup>3</sup> / <sub>4</sub> | 487 (500-1 <sup>3</sup> / <sub>4</sub> ) |  | NA |
| LNAV MDA     | 1880-1                             | 478 (500-1)                              | 1880-1 <sup>1</sup> / <sub>4</sub><br>478 (500-1 <sup>1</sup> / <sub>4</sub> ) | NA |
| CIRCLING     | 1920-1<br>518 (600-1)              | 2000-1<br>598 (600-1)                    | 2020-1 <sup>3</sup> / <sub>4</sub><br>618 (700-1 <sup>3</sup> / <sub>4</sub> ) | NA |



VALLEY CITY, NORTH DAKOTA

AL-6808 (FAA)

24137

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>65918</b><br><b>W31A</b> | APP CRS<br><b>307°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4201</b><br><b>1394</b><br><b>1402</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 31

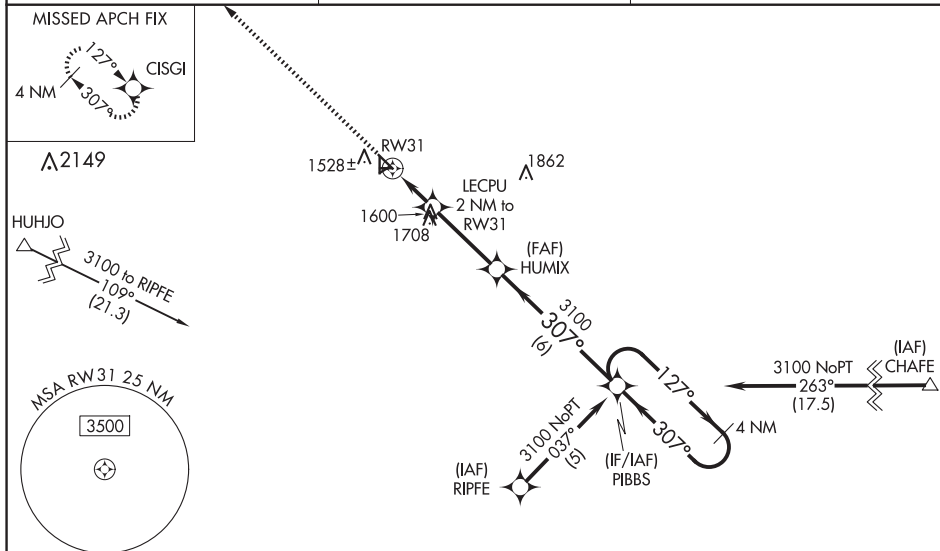
BARNES COUNTY MUNI (BAC)

RNP APCH - GPS.

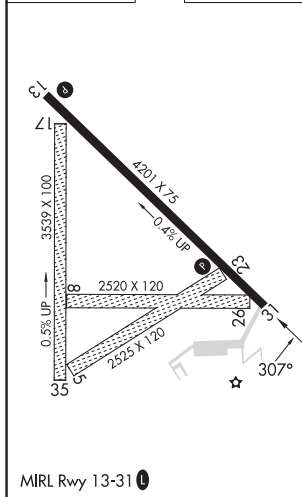
**⚠** Baro-VNAV NA when using Jamestown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Jamestown altimeter setting: increase LPV DA to 1721 feet and all visibilities  $\frac{3}{4}$  SM; increase LNAV/VNAV DA to 1794 and all visibilities  $\frac{3}{4}$  SM; increase all MDA 80 feet and visibility Circling Cat C  $\frac{1}{4}$  SM. Circling NA to Rwy's 5, 8, 17, 23, 26, and 35. Rwy 31 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

MISSED APPROACH: Climb to 3000 direct CISING and hold.

|                          |  |  |
|--------------------------|--|--|
| AWOS-3<br><b>118.725</b> | MINNEAPOLIS CENTER<br><b>124.2 270.3</b> | UNICOM<br><b>122.8 (CTAF)</b> <b>1</b> |
|--------------------------|--|--|



|                  |                  |
|------------------|------------------|
| ELEV <b>1402</b> | TDZE <b>1394</b> |
|------------------|------------------|



| 3000 CISING  | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28). |                    |                            |                 |
|--------------|--|--------------------|----------------------------|-----------------|
| *LNAV only   | LECPU 2 NM to RW31   | HUMIX 3100         | PIBBS 4 NM Holding Pattern |                 |
| RW31         | 2040*  | 3100               | 3100                       | GP 3.00° TCH 40 |
| 2 NM         | 3.2 NM   | 6 NM               |                            |                 |
| CATEGORY     | A  | B                  | C                          | D               |
| LPV DA       | 1644-1   | 250 (300-1)        |                            | NA              |
| LNAV/VNAV DA | 1717-1¼  | 323 (400-1¼)       |                            | NA              |
| LNAV MDA     | 1900-1   | 506 (500-1)        | 1900-1½ 506 (500-1½)       | NA              |
| CIRCLING     | 1920-1 518 (600-1)   | 2000-1 598 (600-1) | 2020-1¾ 618 (700-1¾)       | NA              |

VALLEY CITY, NORTH DAKOTA  
Orig-B 11AUG22

46°56'N - 98°01'W

BARNES COUNTY MUNI (BAC)  
**RNAV (GPS) RWY 31**

NC-1, 12 JUN 2025 to 07 AUG 2025



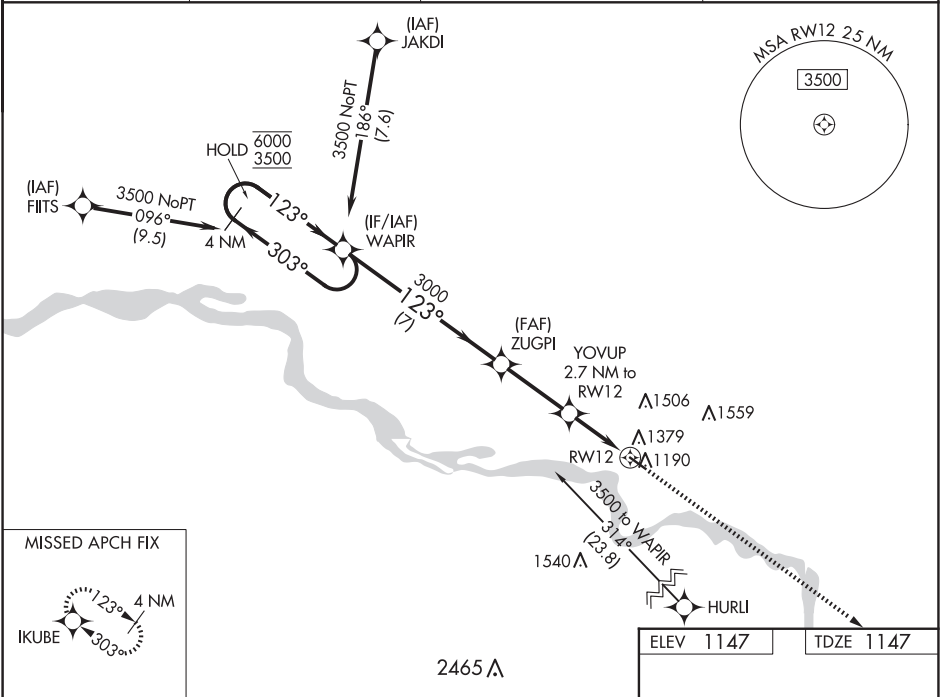
|  |                        |   |                            |
|--|------------------------|---|----------------------------|
| WAAS<br>CH <b>72836</b><br><b>W12A</b> | APP CRS<br><b>123°</b> | Rwy Idg<br>TDZE <b>1147</b><br>Apt Elev <b>1147</b> | <b>4105</b><br><b>1147</b> |
|--|------------------------|---|----------------------------|

RNAV (GPS) RWY 12

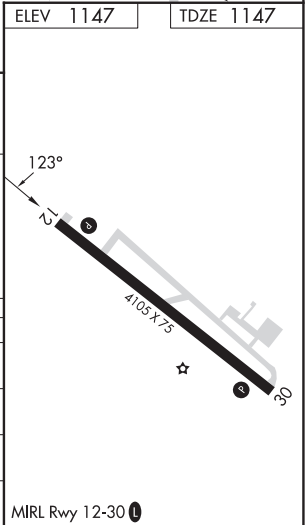
HAROLD DAVIDSON FLD (VMR)

|   |   |
|---|---|
| RNP APCH - GPS.   | MISSED APPROACH: Climb to 3500 direct IKUBE and hold. |
| <div><div><div></div><div>NA</div></div><div>Baro-VNAV NA.<br/>Use Yankton altimeter setting.</div></div> |   |

|                          |                               |   |   |
|--------------------------|-------------------------------|---|---|
| AWOS-3P<br><b>118.65</b> | YKN AWOS-3PT<br><b>119.05</b> | SIOUX CITY APP CON★<br><b>124.6 307.0</b> | AUNICOM<br><b>122.8</b> (CTAF) <b>1</b> |
|--------------------------|-------------------------------|---|---|



|                      |         |              |                         |    |
|----------------------|---------|--------------|-------------------------|----|
| 4 NM Holding Pattern |         |              |                         |    |
| 6000 ← 303°          |         |              |                         |    |
| 3500 → 123°          |         |              |                         |    |
| GP 3.00° TCH 38      |         |              |                         |    |
| WAPIR                |         |              |                         |    |
| ZUGPI                |         |              |                         |    |
| YOYUP 2.7 NM to RW12 |         |              |                         |    |
| RW12                 |         |              |                         |    |
| 7 NM                 |         |              |                         |    |
| 3 NM                 |         |              |                         |    |
| 2.7 NM               |         |              |                         |    |
| 3500 IKUBE           |         |              |                         |    |
| 123°                 |         |              |                         |    |
| 3000                 |         |              |                         |    |
| 2040                 |         |              |                         |    |
| RW12                 |         |              |                         |    |
| CATEGORY             | A       | B            | C                       | D  |
| LPV DA               | 1470-1  | 323 (400-1)  |                         | NA |
| LNAV/VNAV DA         | 1659-1½ | 512 (600-1½) |                         | NA |
| LNAV MDA             | 1700-1  | 553 (600-1)  | 1700-1⅝<br>553 (600-1⅝) | NA |
| CIRCLING             | 1760-1  | 613 (700-1)  | 1900-2¼<br>753 (800-2¼) | NA |



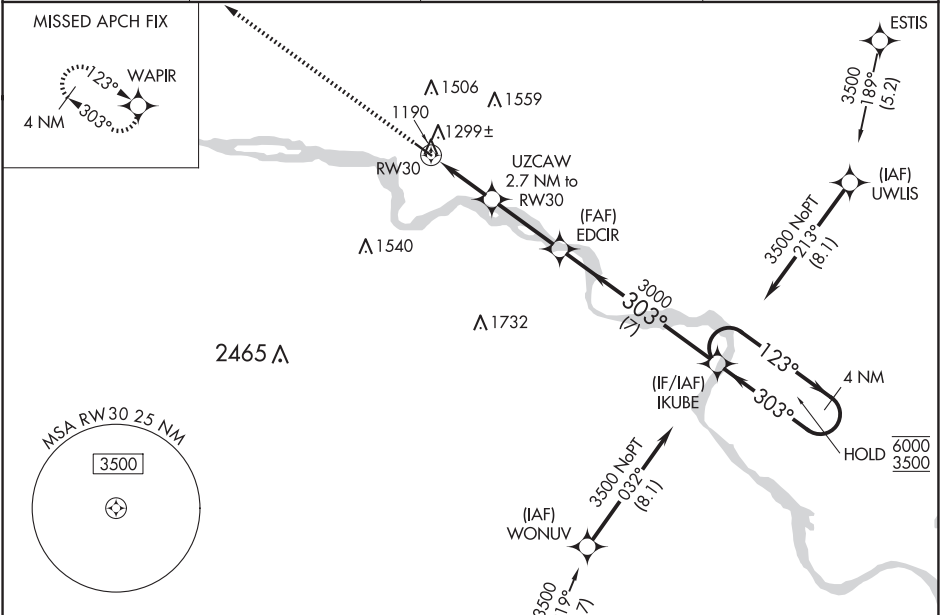
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>53614</b><br><b>W30A</b> | APP CRS<br><b>303°</b> | Rwy Idg <b>4105</b><br>TDZE <b>1147</b><br>Apt Elev <b>1147</b> |
|--|------------------------|---|

RNAV (GPS) RWY 30

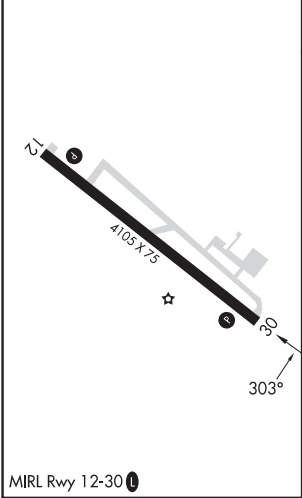
HAROLD DAVIDSON FLD (VMR)

|           |   |   |
|-----------|---|---|
| RNP APCH. |   | MISSED APPROACH: Climb to 3500 direct WAPIR and hold. |
| NA        | Baro-VNAV NA.<br>Use Yankton altimeter setting. |   |

|                          |                               |   |                                  |
|--------------------------|-------------------------------|---|----------------------------------|
| AWOS-3P<br><b>118.65</b> | YKN AWOS-3PT<br><b>119.05</b> | SIoux CITY APP CON★<br><b>124.6 307.0</b> | AUNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|-------------------------------|---|----------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1147 | TDZE 1147 |
|-----------|-----------|



|              |        |                      |             |       |                         |                            |
|--------------|--------|----------------------|-------------|-------|-------------------------|----------------------------|
| 3500 WAPIR   |        | UZCAW 2.7 NM to RW30 |             | EDCIR | IKUBE                   | 4 NM Holding Pattern       |
| * LNAV only  |        | 2040*                |             | 3000  | 3000                    | 123° → 6000<br>← 303° 3500 |
| RW30         |        | 2.7 NM               |             | 3 NM  | 7 NM                    | GP 3.00°<br>TCH 38         |
| CATEGORY     | A      | B                    | C           | D     |                         |                            |
| LPV DA       | 1470-1 |                      | 323 (400-1) |       | NA                      |                            |
| LNAV/VNAV DA | 1487-1 |                      | 340 (400-1) |       | NA                      |                            |
| LNAV MDA     | 1580-1 |                      | 433 (500-1) |       | 1580-1¼<br>433 (500-1¼) |                            |
| CIRCLING     | 1760-1 |                      | 613 (700-1) |       | 1900-2¼<br>753 (800-2¼) |                            |

WAAS  
CH **58033**  
**W16A**

APP CRS  
**159°**

Rwy Ldg  
TDZE **1368**  
Apt Elev **1368**

**RNAV (GPS) RWY 16**  
WADENA MUNI (ADC)

▼

⚠

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. VDP and Baro-VNAV NA with Staples altimeter setting. When local altimeter setting not received, use Staples altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LNAV/VNAV visibility 1/8 mile, LNAV Cat C visibility 1/4 mile and Circling Cat C visibility 1/4 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (1°F) or above 54°C (130°F).

MISSED APPROACH:  
Climb to 3300 direct JOLIT and hold.

|                            |  |                       |                                 |
|----------------------------|--|-----------------------|---------------------------------|
| AWOS-3PT<br><b>118.875</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|-----------------------|---------------------------------|

|                            |                    |                    |                            |            |        |
|----------------------------|--------------------|--------------------|----------------------------|------------|--------|
| 4 NM Holding Pattern WENVI |                    | 3300               | JOLIT                      | *LNAV only |        |
| 3300 ← 339°                |                    | 159° →             | 159°                       | 3000       | 1980   |
| GP 3.00° TCH 42            |                    | 8 NM               | 3.2 NM                     | 0.7        | 1.1 NM |
| CATEGORY                   | A                  | B                  | C                          | D          |        |
| LPV DA                     | 1631-1             | 263 (300-1)        |                            | NA         |        |
| LNAV/VNAV DA               | 1767-1 3/8         | 399 (400-1 3/8)    |                            | NA         |        |
| LNAV MDA                   | 1760-1             | 392 (400-1)        | 1760-1 3/8 392 (400-1 3/8) | NA         |        |
| CIRCLING                   | 1780-1 412 (500-1) | 1820-1 452 (500-1) | 1940-1 1/2 572 (600-1 1/2) | NA         |        |

WADENA, MINNESOTA  
Orig-A 02APR15

46°27'N-95°13'W  
611

WADENA MUNI (ADC)  
**RNAV (GPS) RWY 16**

WADENA, MINNESOTA

AL-9365 (FAA)

25163

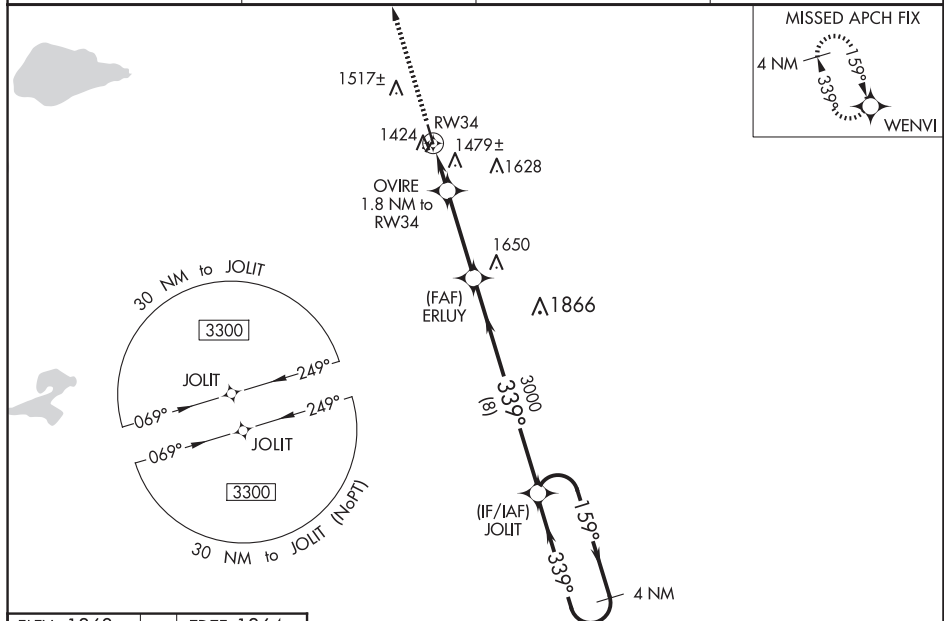
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>70633</b><br><b>W34A</b> | APP CRS<br><b>339°</b> | Rwy Ldg<br>TDZE <b>1364</b><br>Apt Elev <b>1368</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 34

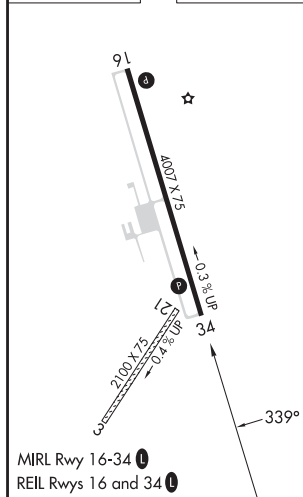
WADENA MUNI (ADC)

|   |  |
|---|--|
| <p><b>⚠</b> DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Staples altimeter setting. When local altimeter setting not received, use Staples altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LNAV/VNAV visibility <math>\frac{1}{8}</math> mile, LNAV Cat C visibility <math>\frac{1}{4}</math> mile and Circling Cat C visibility <math>\frac{1}{4}</math> mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (1°F) or above 54°C (130°F).</p> | <p>MISSED APPROACH: Climb to 3300 direct WENVI and hold.</p> |
|---|--|

|                            |  |                       |                                 |
|----------------------------|--|-----------------------|---------------------------------|
| AWOS-3PT<br><b>118.875</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|-----------------------|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1368 | TDZE 1364 |
|-----------|-----------|



| 3300              | WENVI                 | OVIRE                 | ERLUY                   | JOLIT | 4 NM Holding Pattern |
|-------------------|-----------------------|-----------------------|-------------------------|-------|----------------------|
| 1.8 NM to RW34    | 1.1 NM to RW34        | 3000                  | 159°                    | 3300  | GP 3.00° TCH 42      |
| 1.1 NM            | 0.7 NM                | 3.2 NM                | 8 NM                    |       |                      |
| CATEGORY          | A                     | B                     | C                       | D     |                      |
| LPV DA            | 1614-1                | 250 (300-1)           |                         | NA    |                      |
| LNAV/VNAV DA      | 1791-1½               | 427 (500-1½)          |                         | NA    |                      |
| LNAV MDA          | 1740-1                | 376 (400-1)           | 1740-1½<br>376 (400-1½) | NA    |                      |
| <b>C</b> CIRCLING | 1780-1<br>412 (500-1) | 1820-1<br>452 (500-1) | 1940-1½<br>572 (600-1½) | NA    |                      |

WADENA, MINNESOTA

Amdt 1A 02APR15

46°27'N-95°13'W

WADENA MUNI (ADC)

# RNAV (GPS) RWY 34

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>53334</b><br><b>W09A</b> | APP CRS<br><b>090°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3500</b><br><b>1478</b><br><b>1478</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 9

WAGNER MUNI (AGZ)

RNP APCH - GPS.

NA

Circling NA to Rwy 14 and 32. Baro-VNAV NA. Rwy 9 helicopter visibility reduction below ¾ SM NA. Use Yankton altimeter setting; when not received use O’Neill altimeter setting and increase all DAs 51 feet, all MDAs 60 feet and increase LPV all Cats visibility ⅓ SM, and LNAV/VNAV all Cats visibility ⅓ SM.

MISSED APPROACH: Climb to 3500 direct NEBY1 and hold.

YKN AWOS-3PT  
**119.05**

MINNEAPOLIS CENTER  
**128.0 257.95**

AUNICOM  
**122.8 (CTAF) 0**

ELEV 1478

TDZE 1478

| CATEGORY     | A       | B            | C | D  |
|--------------|---------|--------------|---|----|
| LPV DA       | 1847-1  | 369 (400-1)  |   | NA |
| LNAV/VNAV DA | 2053-1½ | 575 (600-1½) |   | NA |
| LNAV MDA     | 2020-1  | 542 (600-1)  |   | NA |
| CIRCLING     | 2080-1  | 602 (700-1)  |   | NA |

MRL Rwy 9-27 0

WAGNER, SOUTH DAKOTA

Orig-D 21MAR24

43°04'N-98°18'W

613

WAGNER MUNI (AGZ)

RNAV (GPS) RWY 9

WAGNER, SOUTH DAKOTA

AL-10429 (FAA)

23110

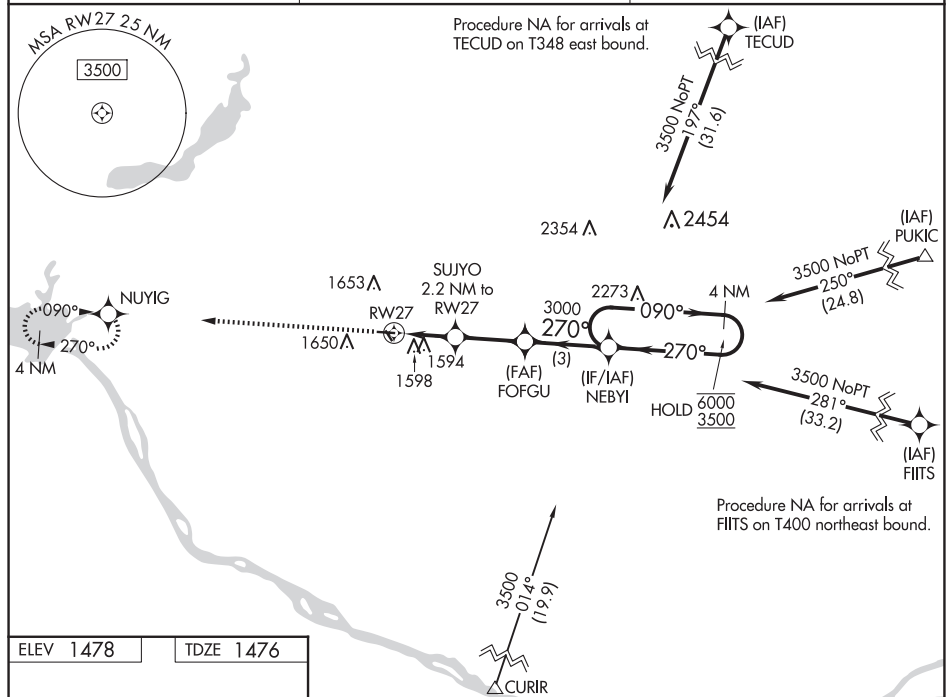
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>40134</b><br><b>W27A</b> | APP CRS<br><b>270°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3500</b><br><b>1476</b><br><b>1478</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 27

WAGNER MUNI (AGZ)

|   |   |
|---|---|
| RNP APCH - GPS.   | MISSED APPROACH: Climb to 3400 direct NUYIG and hold. |
| NA Circling NA to Rwy 14 and 32. Rwy 27 helicopter visibility reduction below ¼ SM NA. Baro-VNAV NA. Use Yankton altimeter setting. |   |

|                               |   |                                  |
|-------------------------------|---|----------------------------------|
| YKN AWOS-3PT<br><b>119.05</b> | MINNEAPOLIS CENTER<br><b>128.0 257.95</b> | AUNICOM<br><b>122.8 (CTAF) 1</b> |
|-------------------------------|---|----------------------------------|



| <div><div><div>3400</div><div>↑</div></div><div><div>NUYIG</div><div></div></div></div> <div>VGSi and RNAV glidepath not coincident<br/>(VGSi Angle 3.00/TCH 26).</div> <div><div>NEBYI</div><div>4 NM<br/>Holding Pattern</div></div> | <div><div><div>FOFGU</div><div>3000</div></div><div><div>SUJYO</div><div>2.2 NM to<br/>RW27</div></div><div><div>RW27</div><div>2200</div></div><div><div>270°</div><div>270°</div><div>090°</div><div>270°</div></div><div><div>6000</div><div>3500</div></div><div><div>GP 3.00°</div><div>TCH 40</div></div></div>   | <div><div>2.2 NM</div><div>2.5 NM</div><div>3 NM</div></div> | <table><tr><th>CATEGORY</th><th>A</th><th>B</th><th>C</th><th>D</th></tr><tr><td>LPV DA</td><td>1845-1</td><td>369 (400-1)</td><td>NA</td><td>NA</td></tr><tr><td>LNAV/VNAV DA</td><td>2004-1½</td><td>528 (600-1½)</td><td>NA</td><td>NA</td></tr><tr><td>LNAV MDA</td><td>1980-1</td><td>504 (600-1)</td><td>NA</td><td>NA</td></tr><tr><td><div><div></div>CIRCLING</div></td><td>2080-1</td><td>602 (700-1)</td><td>NA</td><td>NA</td></tr></table> | CATEGORY | A | B | C      | D      | LPV DA      | 1845-1 | 369 (400-1) | NA           | NA      | LNAV/VNAV DA | 2004-1½ | 528 (600-1½) | NA       | NA     | LNAV MDA    | 1980-1 | 504 (600-1) | NA                             | NA     | <div><div></div>CIRCLING</div> | 2080-1 | 602 (700-1) | NA | NA |  |
|--|---|--|---|----------|---|---|--------|--------|-------------|--------|-------------|--------------|---------|--------------|---------|--------------|----------|--------|-------------|--------|-------------|--------------------------------|--------|--------------------------------|--------|-------------|----|----|--|
| CATEGORY   | A   | B  | C   | D        |   |   |        |        |             |        |             |              |         |              |         |              |          |        |             |        |             |                                |        |                                |        |             |    |    |  |
| LPV DA   | 1845-1  | 369 (400-1)  | NA  | NA       |   |   |        |        |             |        |             |              |         |              |         |              |          |        |             |        |             |                                |        |                                |        |             |    |    |  |
| LNAV/VNAV DA   | 2004-1½   | 528 (600-1½)   | NA  | NA       |   |   |        |        |             |        |             |              |         |              |         |              |          |        |             |        |             |                                |        |                                |        |             |    |    |  |
| LNAV MDA   | 1980-1  | 504 (600-1)  | NA  | NA       |   |   |        |        |             |        |             |              |         |              |         |              |          |        |             |        |             |                                |        |                                |        |             |    |    |  |
| <div><div></div>CIRCLING</div>   | 2080-1  | 602 (700-1)  | NA  | NA       |   |   |        |        |             |        |             |              |         |              |         |              |          |        |             |        |             |                                |        |                                |        |             |    |    |  |
|  | <table><tr><th>CATEGORY</th><th>A</th><th>B</th><th>C</th><th>D</th></tr><tr><td>LPV DA</td><td>1845-1</td><td>369 (400-1)</td><td>NA</td><td>NA</td></tr><tr><td>LNAV/VNAV DA</td><td>2004-1½</td><td>528 (600-1½)</td><td>NA</td><td>NA</td></tr><tr><td>LNAV MDA</td><td>1980-1</td><td>504 (600-1)</td><td>NA</td><td>NA</td></tr><tr><td><div><div></div>CIRCLING</div></td><td>2080-1</td><td>602 (700-1)</td><td>NA</td><td>NA</td></tr></table> | CATEGORY   | A   | B        | C | D | LPV DA | 1845-1 | 369 (400-1) | NA     | NA          | LNAV/VNAV DA | 2004-1½ | 528 (600-1½) | NA      | NA           | LNAV MDA | 1980-1 | 504 (600-1) | NA     | NA          | <div><div></div>CIRCLING</div> | 2080-1 | 602 (700-1)                    | NA     | NA          |    |    |  |
| CATEGORY   | A   | B  | C   | D        |   |   |        |        |             |        |             |              |         |              |         |              |          |        |             |        |             |                                |        |                                |        |             |    |    |  |
| LPV DA   | 1845-1  | 369 (400-1)  | NA  | NA       |   |   |        |        |             |        |             |              |         |              |         |              |          |        |             |        |             |                                |        |                                |        |             |    |    |  |
| LNAV/VNAV DA   | 2004-1½   | 528 (600-1½)   | NA  | NA       |   |   |        |        |             |        |             |              |         |              |         |              |          |        |             |        |             |                                |        |                                |        |             |    |    |  |
| LNAV MDA   | 1980-1  | 504 (600-1)  | NA  | NA       |   |   |        |        |             |        |             |              |         |              |         |              |          |        |             |        |             |                                |        |                                |        |             |    |    |  |
| <div><div></div>CIRCLING</div>   | 2080-1  | 602 (700-1)  | NA  | NA       |   |   |        |        |             |        |             |              |         |              |         |              |          |        |             |        |             |                                |        |                                |        |             |    |    |  |
|  |   |  |   |          |   |   |        |        |             |        |             |              |         |              |         |              |          |        |             |        |             |                                |        |                                |        |             |    |    |  |
|  |   |  |   |          |   |   |        |        |             |        |             |              |         |              |         |              |          |        |             |        |             |                                |        |                                |        |             |    |    |  |
|  |   |  |   |          |   |   |        |        |             |        |             |              |         |              |         |              |          |        |             |        |             |                                |        |                                |        |             |    |    |  |

MIRL Rwy 9-27

WAGNER, SOUTH DAKOTA  
Orig-D 20APR23

43°04'N-98°18'W

# RNAV (GPS) RWY 27

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

APP CRS  
151°

Rwy Idg  
TDZE  
Apt Elev

5100  
968  
968

RNAV (GPS) RWY 15

HARRY STERN (BWP)

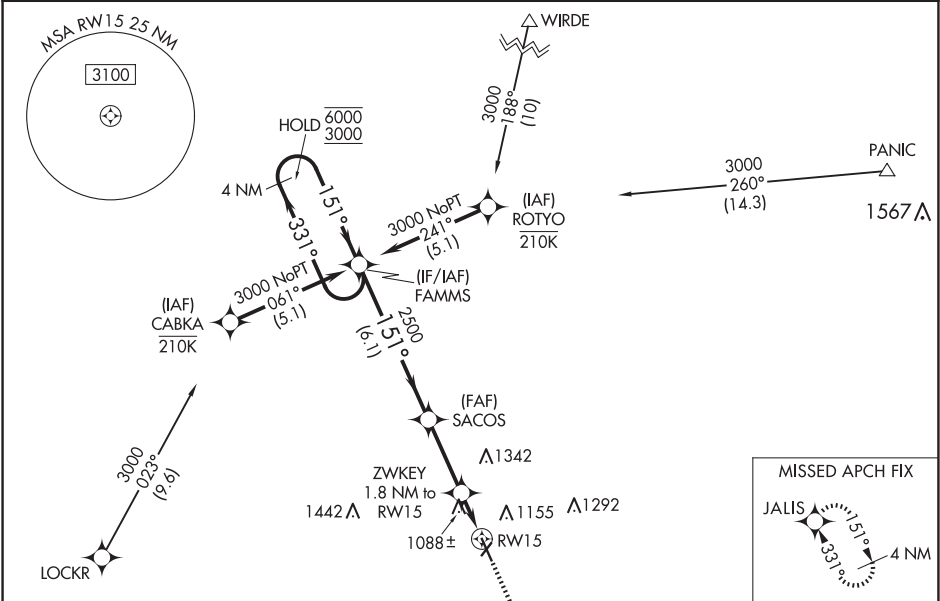
RNP APCH - GPS.

⚠

Circling NA to Rwy 3 and 21. Rwy 15 helicopter visibility reduction below 3/4 SM NA. VDP NA when using FFM altimeter setting. When local altimeter setting not received, use FFM altimeter setting and increase all MDAs 80 feet and LNAV visibility Cat C and D 3/4 SM, and Circling visibility Cat C and D 1/4 SM.

MISSED APPROACH: Climb to 3000 direct JALIS and hold.

|                   |                                    |                          |
|-------------------|------------------------------------|--------------------------|
| AWOS-3<br>127.875 | MINNEAPOLIS CENTER<br>127.35 278.3 | UNICOM<br>123.0 (CTAF) 0 |
|-------------------|------------------------------------|--------------------------|



Procedure NA for arrivals at LOCKR on T407 southbound.

4 NM Holding Pattern

FAMMS

SACOS

ZWKEY 1.8 NM to RW15

JALIS

6000 ← 331°

3000 ← 151°

151°

3000

2500

1580

6.1 NM

2.9 NM

0.8

1 NM

| CATEGORY | A                  | B           | C                     | D                             |
|----------|--------------------|-------------|-----------------------|-------------------------------|
| LNAV MDA | 1340-1 372 (400-1) |             |                       |                               |
| CIRCLING | 1520-1             | 552 (600-1) | 1660-2<br>692 (700-2) | 1660-2 1/4<br>692 (700-2 1/4) |

ELEV 968

TDZE 968

151°

91

5100 X 75

324 X 150

33

MIRL Rwy 15-33 0

REIL Rwy 15 and 33 0

|  |                        |   |   |
|--|------------------------|---|---|
| WAAS<br>CH <b>77930</b><br><b>W33A</b> | APP CRS<br><b>331°</b> | Rwy Idg<br>TDZE <b>968</b><br>Apt Elev <b>968</b> | <b>5100</b><br><b>968</b><br><b>968</b> |
|--|------------------------|---|---|

# RNAV (GPS) RWY 33

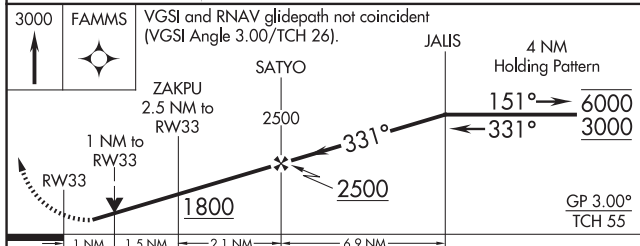
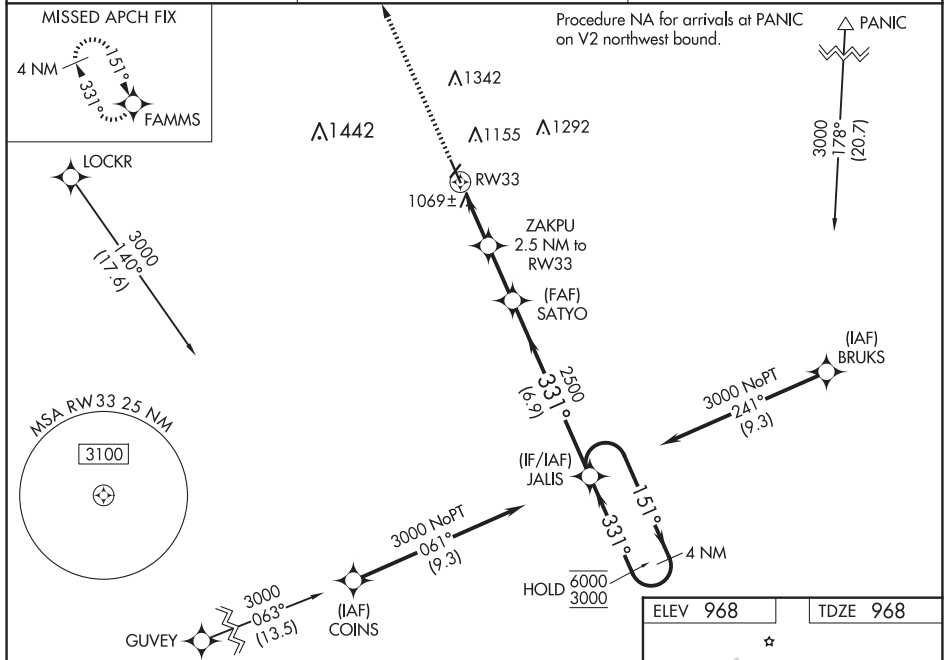
HARRY STERN (BWP)

RNP APCH - GPS.

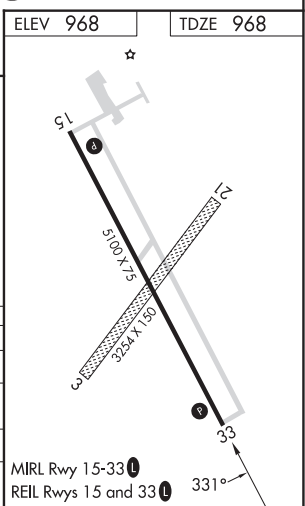
⚠ Circling NA to Rwy 3 and 21. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 33 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using FFM altimeter setting. When local altimeter setting not received, use FFM altimeter setting and increase LPA DA to 1290 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1322 feet and all visibilities ½ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 3000 direct FAMMS and hold.

|                          |   |                               |
|--------------------------|---|-------------------------------|
| AWOS-3<br><b>127.875</b> | MINNEAPOLIS CENTER<br><b>127.35 278.3</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|--------------------------|---|-------------------------------|



| CATEGORY     | A      | B           | C                     | D                       |
|--------------|--------|-------------|-----------------------|-------------------------|
| LPV DA       |        | 1218-¾      | 250 (300-¾)           |                         |
| LNAV/VNAV DA |        | 1250-⅞      | 282 (300-⅞)           |                         |
| LNAV MDA     |        | 1320-1      | 352 (400-1)           |                         |
| CIRCLING     | 1520-1 | 552 (600-1) | 1660-2<br>692 (700-2) | 1660-2¼<br>692 (700-2¼) |



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



APP CRS  
**344°**

Rwy Idg  
TDZE  
Apt Elev  
**953**  
**953**

**RNAV (GPS) RWY 33**  
WALHALLA MUNI (96D)

▼

⚠

Rwy 33 helicopter visibility reduction below ¾ SM NA.  
When local altimeter setting not received, use Hallock altimeter setting.

MISSED APPROACH: Climbing right turn to 3200 direct BUWBI and hold.

|                            |   |                        |
|----------------------------|---|------------------------|
| AWOS-3PT<br><b>118.175</b> | MINNEAPOLIS CENTER<br><b>132.15 269.6</b> | CTAF<br><b>122.9 ①</b> |
|----------------------------|---|------------------------|

3200

BUWBI

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 28).

AKUSE

BUWBI

4 NM Holding Pattern

2.2 NM to RW33

≤3.00°

TCH 40

2700

164°

344°

6000

3200

|          |                       |                           |    |   |
|----------|-----------------------|---------------------------|----|---|
| CATEGORY | A                     | B                         | C  | D |
| RNAV MDA | 1680-1                | 727 (800-1)               | NA |   |
| CIRCLING | 1680-1<br>727 (800-1) | 1960-1½<br>1007 (1100-1½) | NA |   |

MIRL Rwy 15-33 ①

344° to RW33

WALHALLA, NORTH DAKOTA

Orig-B 02DEC21

48°56'N-97°54'W

617

WALHALLA MUNI (96D)

**RNAV (GPS) RWY 33**

WALKER, MINNESOTA

AL-10403 (FAA)

21056

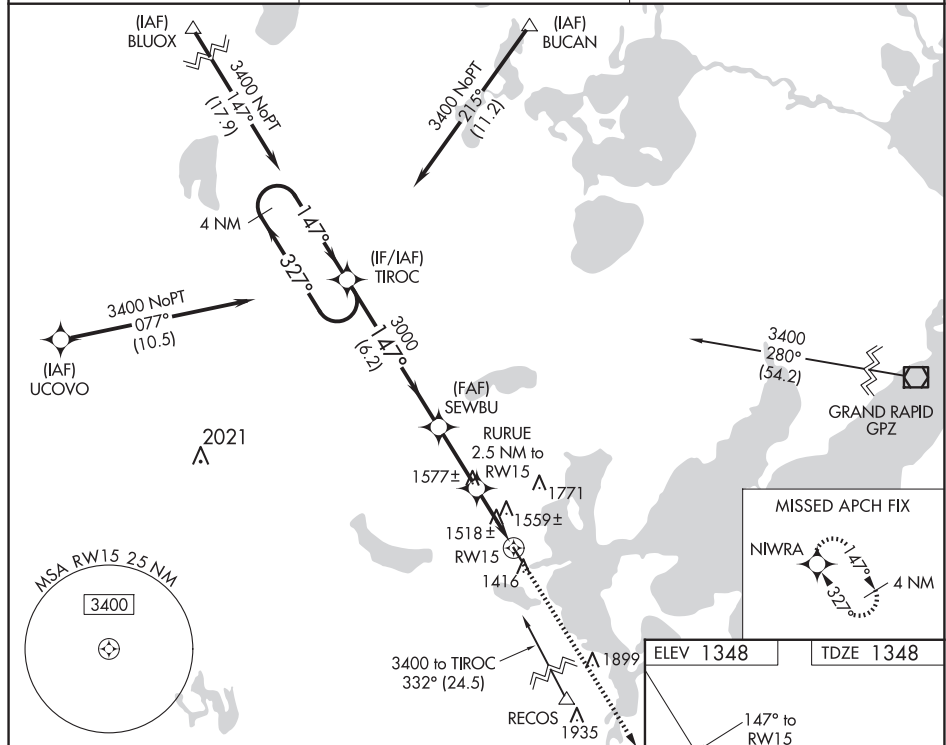
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>73034</b><br><b>W15A</b> | APP CRS<br><b>147°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3220</b><br><b>1348</b><br><b>1348</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 15

WALKER MUNI (Y49)

|           |  |   |
|-----------|--|---|
| RNP APCH. | When local altimeter not received, use Longville altimeter setting and increase all MDA 60 feet; increase LP and LNAV Cat C visibility $\frac{1}{8}$ SM and Circling Cat C visibility $\frac{1}{4}$ SM. Procedure NA at night. Rwy 15 helicopter visibility reduction below 1 SM NA. | MISSED APPROACH: Climb to 3400 direct NIWRA and hold. |
|-----------|--|---|

|                          |   |                       |
|--------------------------|---|-----------------------|
| AWOS-3PT<br><b>119.0</b> | MINNEAPOLIS CENTER<br><b>134.75 251.1</b> | CTAF<br><b>122.90</b> |
|--------------------------|---|-----------------------|



|  |        |             |  |    |
|--|--------|-------------|--|----|
| Visual Segment - Obstacles.  |        |             |  |    |
| 4 NM Holding Pattern   |        |             |  |    |
| 3400 $\xrightarrow{327^\circ}$ $\xrightarrow{147^\circ}$ 3000 $\xrightarrow{147^\circ}$ 2180 $\xrightarrow{3220 \times 75}$ 1404 |        |             |  |    |
| 6.2 NM 2.6 NM 2.5 NM   |        |             |  |    |
| CATEGORY   | A      | B           | C  | D  |
| LP MDA   | 1780-1 | 432 (500-1) | 1780-1 $\frac{1}{4}$<br>432 (500-1 $\frac{1}{4}$ ) | NA |
| LNAV MDA   | 1820-1 | 472 (500-1) | 1820-1 $\frac{3}{8}$<br>472 (500-1 $\frac{3}{8}$ ) | NA |
| <b>C</b> CIRCLING  | 1860-1 | 512 (600-1) | 2140-2 $\frac{1}{4}$<br>792 (800-2 $\frac{1}{4}$ ) | NA |

WALKER, MINNESOTA

Amndt 2A 25FEB21

47°10'N-94°39'W

WALKER MUNI (Y49)

# RNAV (GPS) RWY 15

WAAS

CH **82734**

**W33A**

APP CRS

**327°**

Rwy Idg

**3220**

TDZE

**1348**

Apt Elev

**1348**

**RNAV (GPS) RWY 33**

WALKER MUNI (Y49)

▼

⚠

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Longville altimeter setting and increase all MDA 60 feet; increase LP and Circling Cat C visibility ¼ SM; increase LNAV Cat C visibility ½ SM.  
Procedure NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3400 direct TIROC and hold.

|                          |   |                       |
|--------------------------|---|-----------------------|
| AWOS-3PT<br><b>119.0</b> | MINNEAPOLIS CENTER<br><b>134.75 251.1</b> | CTAF<br><b>122.90</b> |
|--------------------------|---|-----------------------|

MISSED APCH FIX

4 NM

147°

327°

TIROC

▲ 1771

RW33

1453±

1416

1529±

1899

(FAF) KEPBE

1935

3000

(6-2)

327°

147°

4 NM

2387

(IF/AF) NIWRA

30 NM to NIWRA

3400

237°

NIWRA

057°

NIWRA

057°

3400

30 NM to NIWRA (NoPT)

ELEV 1348

TDZE 1348

SL

3220 X 75

1404

33

327° to RW33

REIL Rws 15 and 33

MIRL Rwy 15-33

3400

TIROC

Visual Segment - Obstacles.

NIWRA

4 NM Holding Pattern

147°

3400

327°

KEPBE

3000

2300

2300

2.9 NM

2.2 NM

6.2 NM

| CATEGORY | A   | B                  | C                    | D  |
|----------|-----|--------------------|----------------------|----|
| LP       | MDA | 1720-1 372 (400-1) |                      | NA |
| LNAV     | MDA | 1780-1 432 (500-1) | 1780-1¼ 432 (500-1¼) | NA |
| CIRCLING |     | 1860-1 512 (600-1) | 2140-2¼ 792 (800-2¼) | NA |

WALKER, MINNESOTA

Amdt 2 17AUG17

47°10'N-94°39'W

619

WALKER MUNI (Y49)

**RNAV (GPS) RWY 33**

WARREN, MINNESOTA

AL-9385 (FAA)

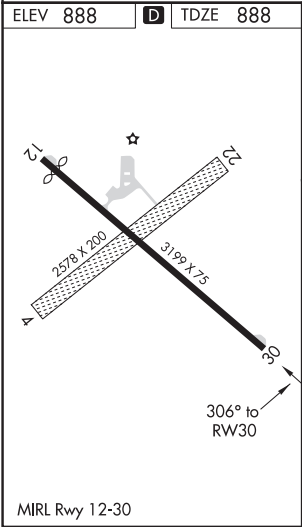
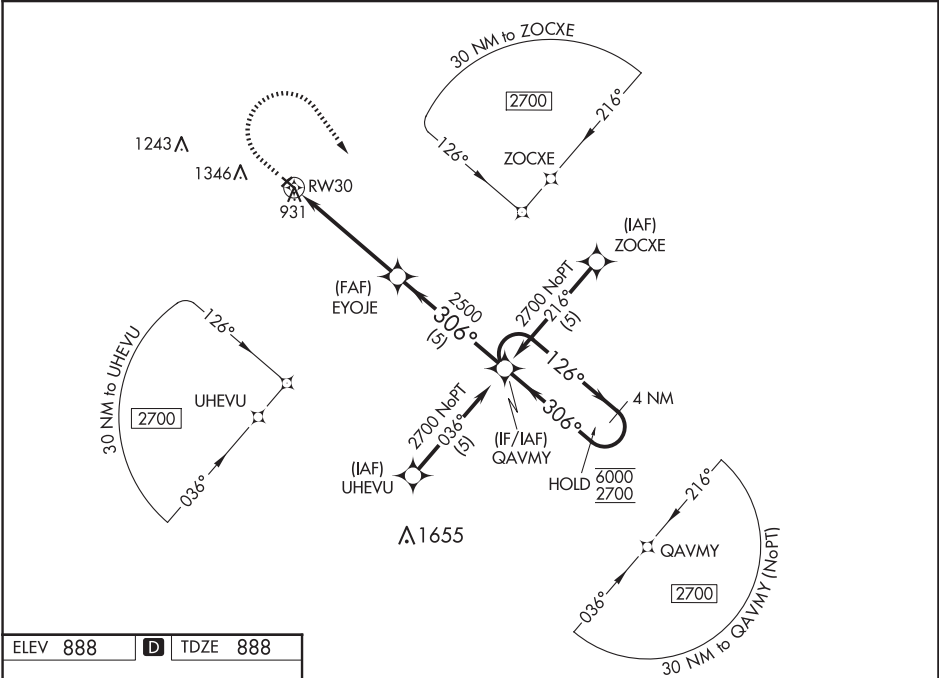
22027

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3199 |
| 306°    | TDZE     | 888  |
|         | Apt Elev | 888  |

RNAV (GPS) RWY 30  
WARREN MUNI (D37)

|   |  |
|---|--|
| RNP APCH.   | MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct QAVMY and hold. |
| <div><div>▼</div><div>▲</div></div> Circling NA to Rws 4 and 22. Rwy 30 helicopter visibility reduction below ¾ SM NA. Use Crookston altimeter setting. |  |

|                       |                                      |                        |
|-----------------------|--------------------------------------|------------------------|
| CKN AWOS-3<br>126.425 | GRAND FORKS APP CON ★<br>118.1 318.1 | UNICOM<br>122.8 (CTAF) |
|-----------------------|--------------------------------------|------------------------|



|                |             |              |                            |                      |
|----------------|-------------|--------------|----------------------------|----------------------|
| 2000           | 2700        | QAVMY        | QAVMY 4 NM Holding Pattern |                      |
| ↑              | ↻           | ✧            |                            |                      |
| RW30           |             | EYOJE        | QAVMY                      | 4 NM Holding Pattern |
| ≤ 3.04° TCH 40 |             | 2500         | 6000                       | 2700                 |
| 4.9 NM         |             | 5 NM         |                            |                      |
| CATEGORY       | A           | B            | C                          | D                    |
| LNAV MDA       | 1480-1      | 592 (600-1)  | NA                         |                      |
| CIRCLING       | 1480-1      | 1760-1¼      | NA                         |                      |
|                | 592 (600-1) | 872 (900-1¼) |                            |                      |

WARREN, MINNESOTA  
Orig-B 27JAN22

48°11'N-96°43'W

WARREN MUNI (D37)  
RNAV (GPS) RWY 30

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

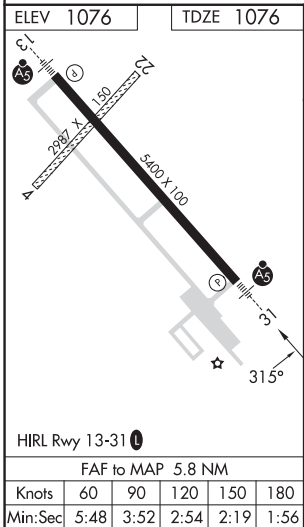
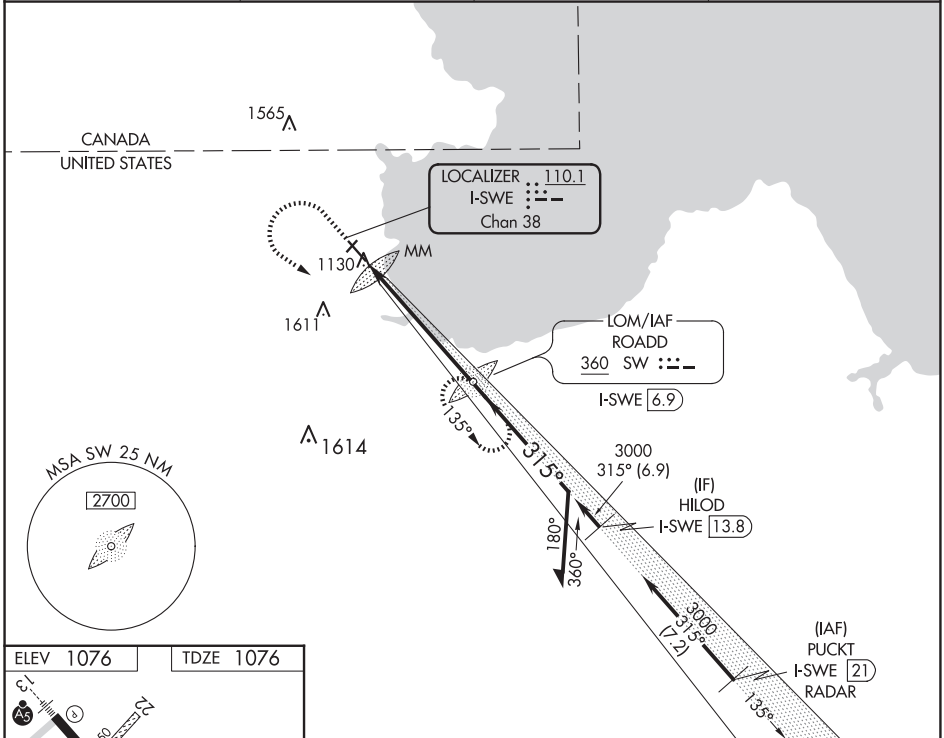
|   |                        |                             |   |
|---|------------------------|-----------------------------|---|
| LOC/DME I-SWE<br><b>110.1</b><br>Chan <b>38</b> | APP CRS<br><b>315°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5400</b><br><b>1076</b><br><b>1076</b> |
|---|------------------------|-----------------------------|---|


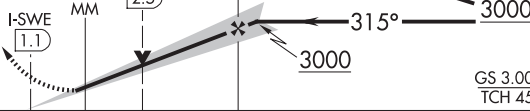

ILS or LOC RWY 31

WARROAD INTL MEML (R.R.T)

|  |                        |  |
|--|------------------------|--|
| ADF required. RADAR required for procedure entry.  | MALSR                  | MISSED APPROACH: Climb to 2900 then climbing left turn to 3000 direct ROADDD LOM/I-SWE 6.9 DME and hold. |
| <div>NA</div> <div>Circling NA to Rwys 4 and 22.<br/>For inop ALS, increase S-LOC 31 Cat C/D visibility to 1 3⁄8 SM.</div> | <div><div></div></div> |  |

|                          |   |                       |   |
|--------------------------|---|-----------------------|---|
| AWOS-3<br><b>119.925</b> | MINNEAPOLIS CENTER<br><b>134.75 251.1</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.05</b> (CTAF) <b>0</b> |
|--------------------------|---|-----------------------|---|



|  |                    |   |   |  |
|--|--------------------|---|---|--|
| 2900<br>↑  | 3000<br>↷          | SW<br> | SW LOM<br>ROADD<br>I-SWE (6.9)  | VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00/TCH 29). |
| * LOC only   |                    | * I-SWE (2.5)   | 2997  | Remain within 10 NM  |
|  | I-SWE (1.1)        | MM  |  | 3000   |
|  | 0.5                | 0.9   | 4.4 NM  | GS 3.00°<br>TCH 45   |
| CATEGORY   | A                  | B   | C   | D  |
| S-ILS 31   | 1276-½ 200 (200-½) |   |   |  |
| S-LOC 31   | 1560-½             | 484 (500-½)   | 1560-1  | 484 (500-1)  |
|  CIRCLING | 1560-1             | 484 (500-1)   | 1960-2¾<br>884 (900-2¾)   | 1960-3<br>884 (900-3)  |

WARROAD, MINNESOTA

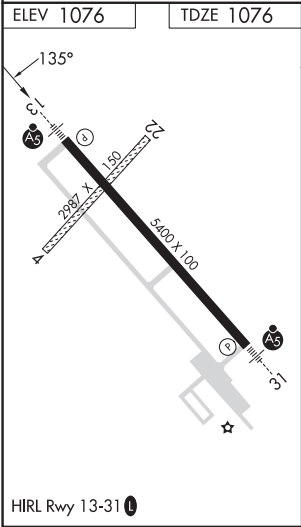
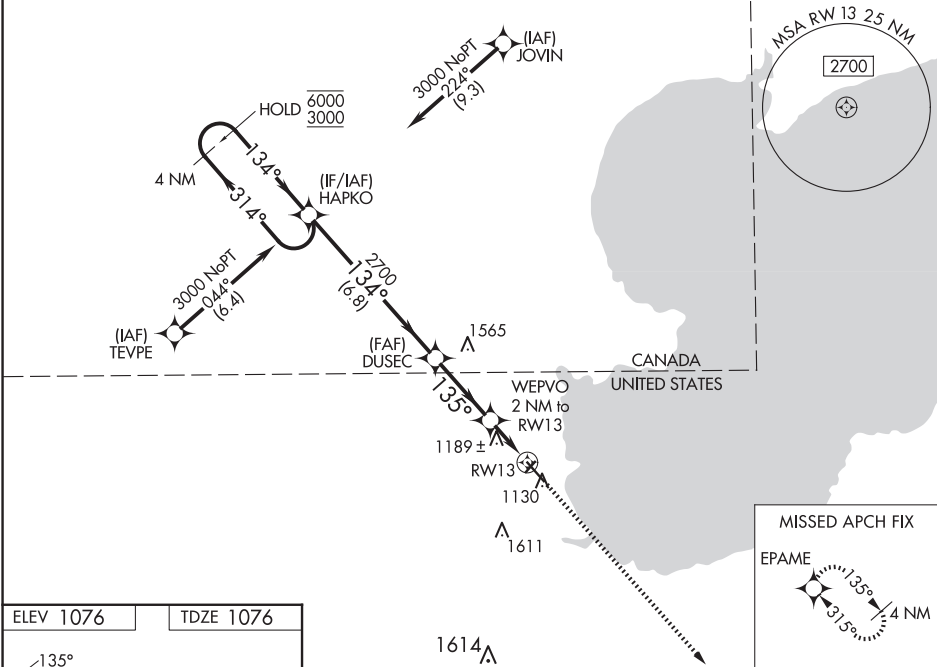
AL-6518 (FAA)

22363

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>69437</b><br><b>W13A</b> | APP CRS<br><b>135°</b> | Rwy Idg<br>TDZE <b>1076</b><br>Apt Elev <b>1076</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13  
WARROAD INTL MEML (R.R.T)

|   |   |                       |  |
|---|---|-----------------------|--|
| RNP APCH.<br>⚠ Circling NA to Rwy 4 and 22. Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. |   | MALSR<br>⚠            | MISSED APPROACH:<br>Climb to 3000 direct EPAME and hold. |
| AWOS-3<br><b>119.925</b>  | MINNEAPOLIS CENTER<br><b>134.75 251.1</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.05</b> (CTAF) <b>0</b>                  |



|                      |                       |  |                         |                       |       |
|----------------------|-----------------------|--|-------------------------|-----------------------|-------|
| 4 NM Holding Pattern |                       | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29). |                         | 3000                  | EPAME |
| HAPKO                |                       | DUSEC  |                         | *LNAV only            |       |
| 6000 ← 314°          |                       | 2700   |                         | *1.1 NM to RW13       |       |
| 3000 → 134°          |                       | 135°   |                         | RW13                  |       |
| GP 3.00°             |                       | *1740  |                         | 1.1                   |       |
| TCH 45               |                       | 6.8 NM   |                         | 3 NM                  |       |
|                      |                       |  |                         | 0.9 NM                |       |
| CATEGORY             | A                     | B  | C                       | D                     |       |
| LPV DA               | 1276-¾ 200 (200-¾)    |  |                         |                       |       |
| LNAV/VNAV DA         | 1365-1 289 (300-1)    |  |                         |                       |       |
| LNAV MDA             | 1440-1 364 (400-1)    |  |                         |                       |       |
| CIRCLING             | 1500-1<br>424 (500-1) | 1540-1<br>464 (500-1)  | 1960-2¾<br>884 (900-2¾) | 1960-3<br>884 (900-3) |       |

WARROAD, MINNESOTA  
Amdt 1A 10SEP20

48°56'N-95°21'W

WARROAD INTL MEML (R.R.T)  
RNAV (GPS) RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

WARROAD, MINNESOTA

AL-6518 (FAA)

22363

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>42706</b><br><b>W31A</b> | APP CRS<br><b>315°</b> | Rwy Idg <b>5400</b><br>TDZE <b>1076</b><br>Apt Elev <b>1076</b> |
|--|------------------------|---|

## RNAV (GPS) RWY 31

WARROAD INTL MEML (RRT)

RNP APCH.



Circling NA to Rwy's 4 and 22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to 1 SM and LNAV Cat C/D visibility to 1½ SM.

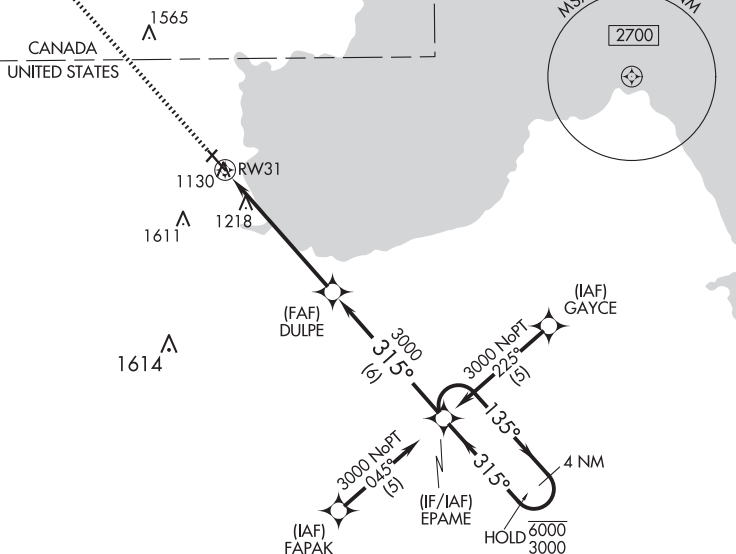
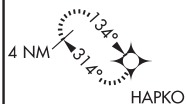
MALSR



MISSED APPROACH: Climb to 3000  
direct HAPKO and hold.

|                          |   |                       |   |
|--------------------------|---|-----------------------|---|
| AWOS-3<br><b>119.925</b> | MINNEAPOLIS CENTER<br><b>134.75 251.1</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.05</b> (CTAF) <b>U</b> |
|--------------------------|---|-----------------------|---|

MISSED APCH FIX



|           |  |           |
|-----------|--|-----------|
| ELEV 1076 |  | TDZE 1076 |
|-----------|--|-----------|

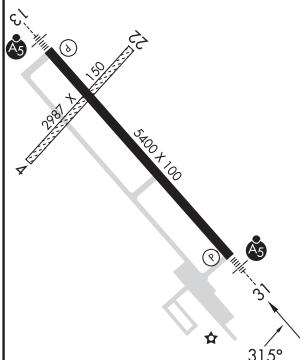
HIRL Rwy 13-31 **L**

Diagram illustrating the VGS1 and RNAV glidepath for RW31. The diagram shows a 3000 ft MSL glidepath starting from a 1.2 NM distance from the runway, passing through DULPE (3000 ft) and EPAME (4 NM holding pattern), and ending at 6000 ft MSL. The glidepath angle is 3.00° TCH 45°. The diagram also shows the RNAV glidepath (3000 ft) and the VGS1 glidepath (3000 ft). The diagram includes a table of data for the glidepath.

| CATEGORY | A                     | B                     | C                             | D                     |
|----------|-----------------------|-----------------------|-------------------------------|-----------------------|
| LPV DA   | 1326-1/2              | 250 (300-1/2)         |                               |                       |
| RNAV/DA  | 1451-3/4              | 375 (400-3/4)         |                               |                       |
| RNAV MDA | 1480-1/2              | 404 (500-1/2)         | 1480-3/4<br>404 (500-3/4)     | 1480-1<br>404 (500-1) |
| CIRCLING | 1500-1<br>424 (500-1) | 1540-1<br>464 (500-1) | 1960-2 3/4<br>884 (900-2 3/4) | 1960-3<br>884 (900-3) |

WARROAD, MINNESOTA

Orig-B 10SEP20

48°56'N-95°21'W

623

WARROAD INTL MEML (RRT)

RNAV (GPS) RWY 31

NC-1, 12 JUN 2025 to 07 AUG 2025

WASECA, MINNESOTA

AL-6150 (FAA)

23334

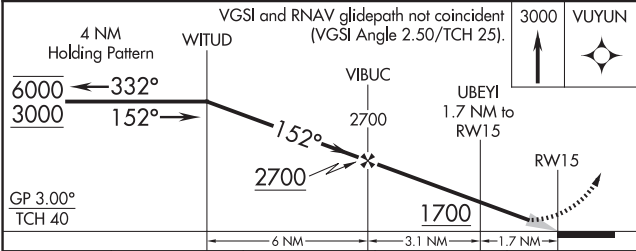
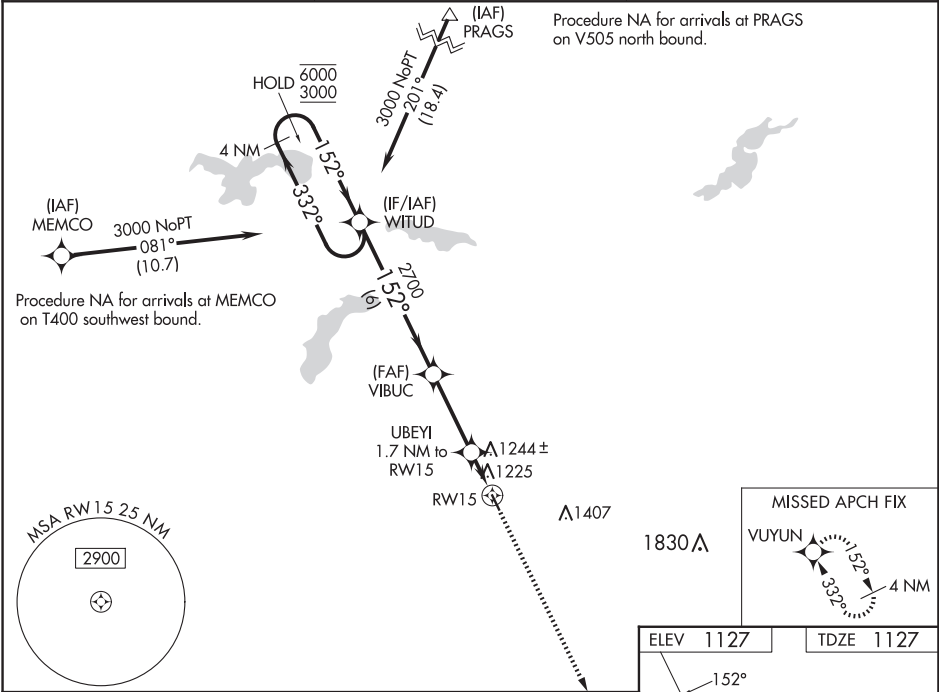
|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>70532</b><br><b>W15A</b> | APP CRS<br><b>152°</b> | Rwy Idg<br>TDZE <b>1127</b><br>Apt Elev <b>1127</b> | <b>3399</b> |
|--|------------------------|---|-------------|

# RNAV (GPS) RWY 15

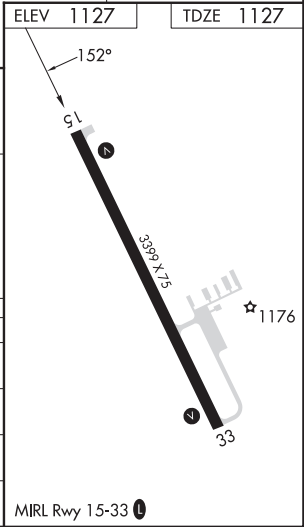
WASECA MUNI/MAYNARD RICHARD STENSRUD FLD (ACQ)

|  |   |
|--|---|
| RNP APCH - GPS.  | MISSED APPROACH: Climb to 3000 direct VUYUN and hold. |
| ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. |   |

|                          |  |                                 |
|--------------------------|--|---------------------------------|
| AWOS-3<br><b>118.425</b> | MINNEAPOLIS CENTER<br><b>135.0 306.9</b> | UNICOM<br><b>122.8 (CTAF) 1</b> |
|--------------------------|--|---------------------------------|



| CATEGORY     | A                     | B                     | C                       | D  |
|--------------|-----------------------|-----------------------|-------------------------|----|
| LPV DA       | 1377-1                | 250 (300-1)           |                         | NA |
| LNAV/VNAV DA | 1516-1½               | 389 (400-1½)          |                         | NA |
| LNAV MDA     | 1540-1                | 413 (500-1)           | 1540-1½<br>413 (500-1½) | NA |
| CIRCLING     | 1560-1<br>433 (500-1) | 1620-1<br>493 (500-1) | 1760-1¾<br>633 (700-1¾) | NA |



WASECA, MINNESOTA  
Amdt 2 30NOV23

WASECA MUNI/MAYNARD RICHARD STENSRUD FLD (ACQ)  
44°04'N-93°33'W

# RNAV (GPS) RWY 15

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



WAAS  
CH **86532**  
**W33A**

APP CRS  
**332°**

Rwy Idg  
TDZE **1125**  
Apt Elev **1127**

**RNAV (GPS) RWY 33**

WASECA MUNI/MAYNARD RICHARD STENSRUD FLD (A/CQ)

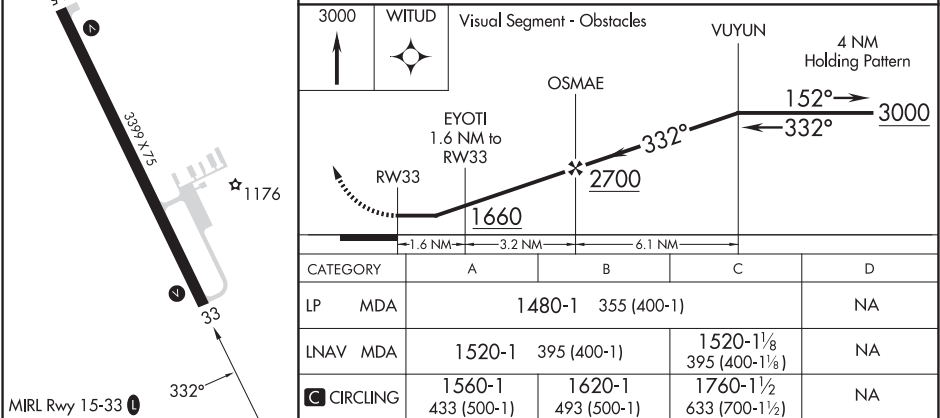
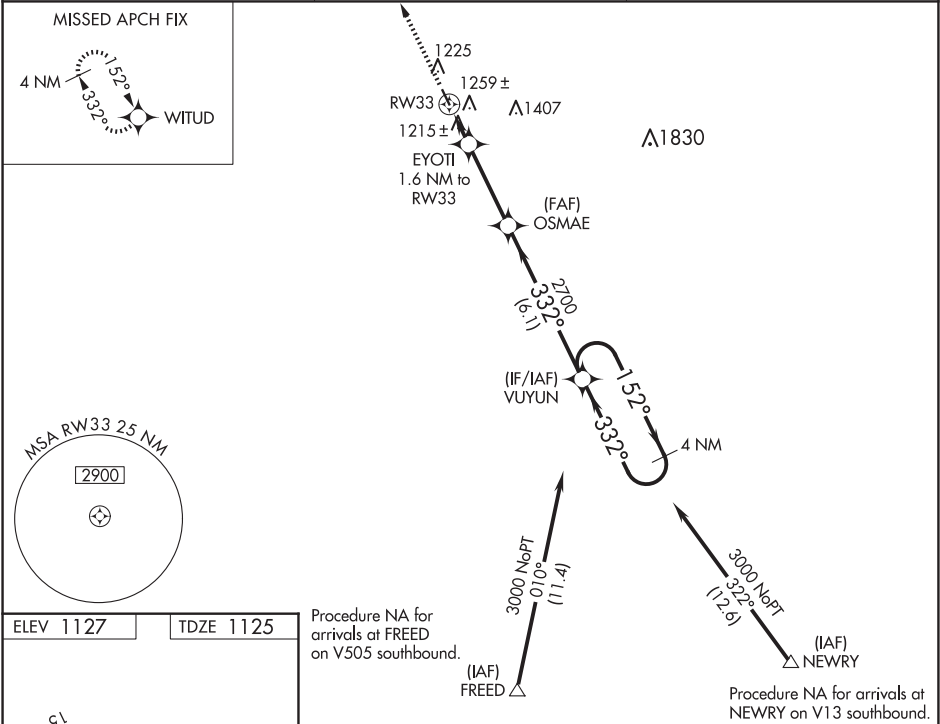
▼

▲

When local altimeter setting not received, use Owatonna altimeter setting and increase all MDAs 40 feet, increase LP and LNAV Cat C visibility ½ mile and Circling Cat C visibility ⅓ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct WITUD and hold.

|                          |  |                                 |
|--------------------------|--|---------------------------------|
| AWOS-3<br><b>118.425</b> | MINNEAPOLIS CENTER<br><b>135.0 306.9</b> | UNICOM<br><b>122.8 (CTAF) 1</b> |
|--------------------------|--|---------------------------------|



WATERTOWN, SOUTH DAKOTA

AL-444 (FAA)

23222

|   |                        |   |
|---|------------------------|---|
| LOC/DME I-ATY<br><b>111.9</b><br>Chan <b>56</b> | APP CRS<br><b>354°</b> | Rwy Idg <b>6893</b><br>TDZE <b>1745</b><br>Apt Elev <b>1749</b> |
|---|------------------------|---|

# ILS or LOC RWY 35

## WATERTOWN RGNL (ATY)

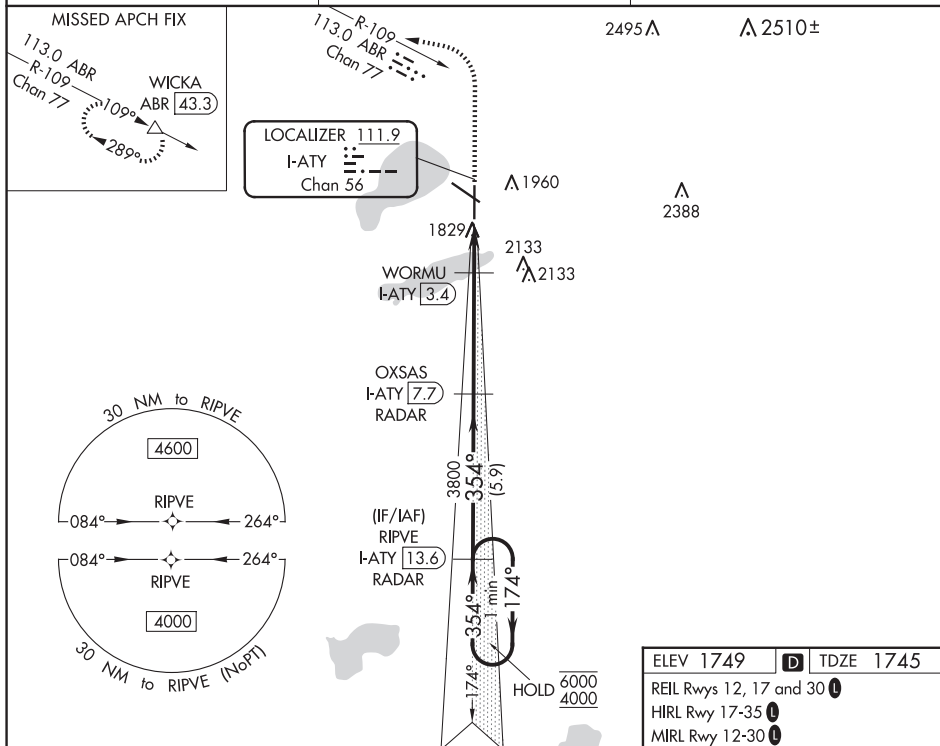
RNAV 1-GPS or RADAR required for procedure entry. DME required.

MALSR



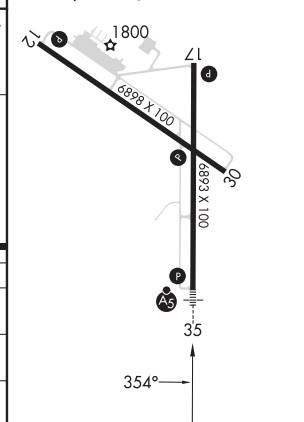
MISSED APPROACH: Climb to 3600 then climbing left turn to 4500 on heading 275° and ABR R-109 to WICKA/ABR 43.3 DME and hold.

|                        |  |                                  |
|------------------------|--|----------------------------------|
| ASOS<br><b>126.625</b> | MINNEAPOLIS CENTER<br><b>128.5 306.2</b> | UNICOM<br><b>123.05 (CTAF) 0</b> |
|------------------------|--|----------------------------------|



|  |                    |   |                      |                      |
|--|--------------------|---|----------------------|----------------------|
| Use I-ATY DME when on the localizer course.  |                    |   |                      |                      |
| <div> <div>One Minute Holding Pattern</div> <div> <div>6000</div> <div>4000</div> <div>GS 3.00°</div> <div>TCH 53</div> </div> </div>                |                    |   |                      |                      |
| <div> <div>3600</div> <div>4500</div> <div>ABR R-109</div> <div>WICKA</div> </div>   |                    |   |                      |                      |
| <div> <div>3800</div> <div>2420</div> <div>354°</div> <div>174°</div> <div>5.9 NM</div> <div>4.3 NM</div> <div>1.1 NM</div> <div>0.9 NM</div> </div> |                    |   |                      |                      |
| CATEGORY   | A                  | B | C                    | D                    |
| S-ILS 35   | 1945-½ 200 (200-½) |   |                      |                      |
| S-LOC 35   | 2080-½ 335 (400-½) |   |                      |                      |
| CIRCLING   | 2260-1 511 (600-1) |   | 2500-2¼ 751 (800-2¼) | 2500-2½ 751 (800-2½) |

|                          |   |           |
|--------------------------|---|-----------|
| ELEV 1749                | D | TDZE 1745 |
| REIL Rwy 12, 17 and 30 0 |   |           |
| HIRL Rwy 17-35 0         |   |           |
| MIRL Rwy 12-30 0         |   |           |



WATERTOWN, SOUTH DAKOTA

Amdt 12 29DEC22

44°55'N-97°09'W

# WATERTOWN RGNL (ATY)

## ILS or LOC RWY 35

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

WATERTOWN, SOUTH DAKOTA

AL-444 (FAA)

23222

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>53405</b><br><b>W12A</b> | APP CRS<br><b>118°</b> | Rwy Idg <b>6898</b><br>TDZE <b>1749</b><br>Apt Elev <b>1749</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 12

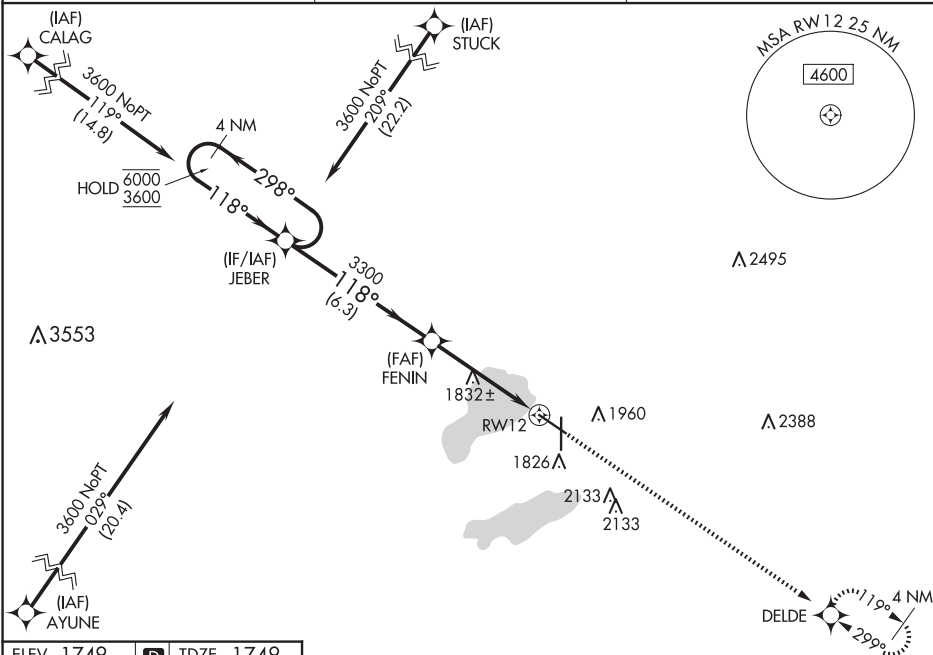
## WATERTOWN RGNL (ATY)

RNP APCH - GPS.

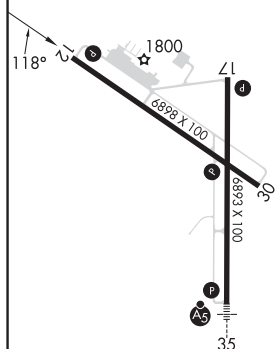
**T** Rwy 12 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
**A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

**MISSED APPROACH:** Climb to 3600 direct DELDE and hold.

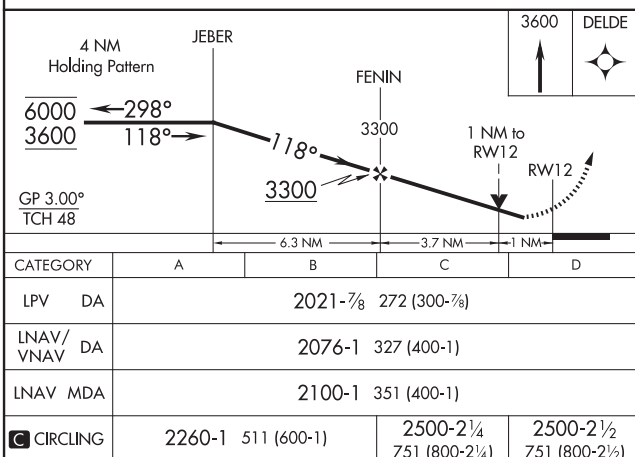
|                        |  |                                  |
|------------------------|--|----------------------------------|
| ASOS<br><b>126.625</b> | MINNEAPOLIS CENTER<br><b>128.5 306.2</b> | UNICOM<br><b>123.05 (CTAF) 0</b> |
|------------------------|--|----------------------------------|



|           |          |           |
|-----------|----------|-----------|
| ELEV 1749 | <b>D</b> | TDZE 1749 |
|-----------|----------|-----------|

REIL Rwy 12, 17 and 30 **L**HIRL Rwy 17-35 **L**

MIRL Rwy 12-30 (L)



WATERTOWN, SOUTH DAKOTA

Orig-B 29DEC22

44°55'N-97°09'W

627

WATERTOWN RGNL (ATY)

RNAV (GPS) RWY 12

NC-1, 12 JUN 2025 to 07 AUG 2025

WATERTOWN, SOUTH DAKOTA

AL-444 (FAA)

23222

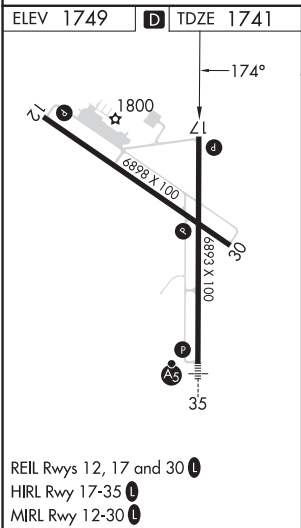
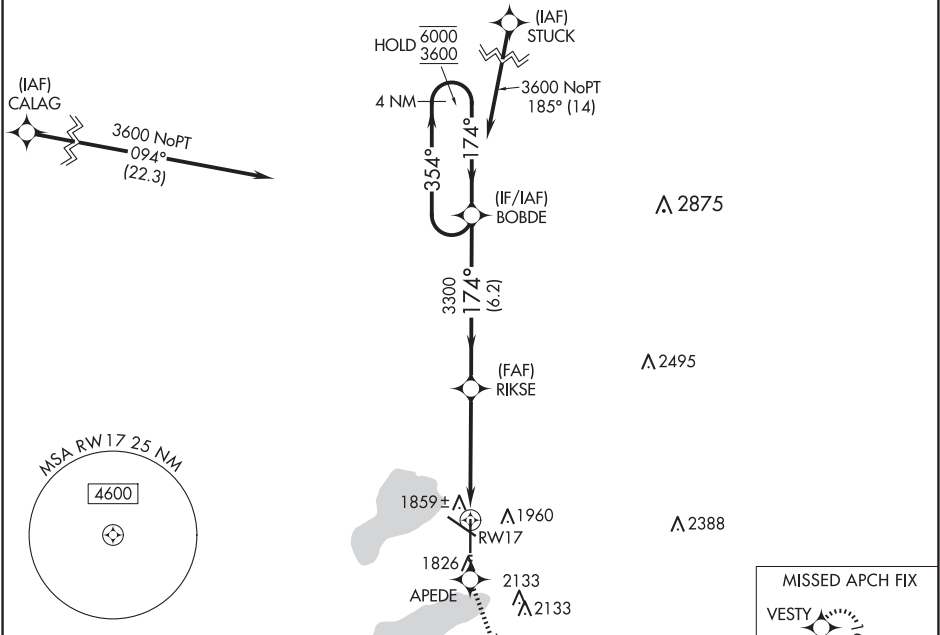
|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>82305</b><br><b>W17A</b> | APP CRS<br><b>174°</b> | Rwy Idg<br>TDZE <b>1741</b><br>Apt Elev <b>1749</b> | <b>6893</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 17

WATERTOWN RGNL (ATY)

|  |  |
|--|--|
| RNP APCH - GPS.  | MISSED APPROACH: Climb to 4000 direct APEDE and on track 154° to VESTY and hold. |
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. |  |

|                        |  |                                  |
|------------------------|--|----------------------------------|
| ASOS<br><b>126.625</b> | MINNEAPOLIS CENTER<br><b>128.5 306.2</b> | UNICOM<br><b>123.05 (CTAF) 0</b> |
|------------------------|--|----------------------------------|



|  |  |  |  |
|--|--|--|--|
|  |  |  |  |
|--|--|--|--|

WATERTOWN, SOUTH DAKOTA  
Orig-B 29DEC22

44°55'N-97°09'W

WATERTOWN RGNL (ATY)

RNAV (GPS) RWY 17

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

WATERTOWN, SOUTH DAKOTA

AL-444 (FAA)

23222

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>50305</b><br><b>W30A</b> | APP CRS<br><b>299°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6898</b><br><b>1735</b><br><b>1749</b> |
|--|------------------------|-----------------------------|---|

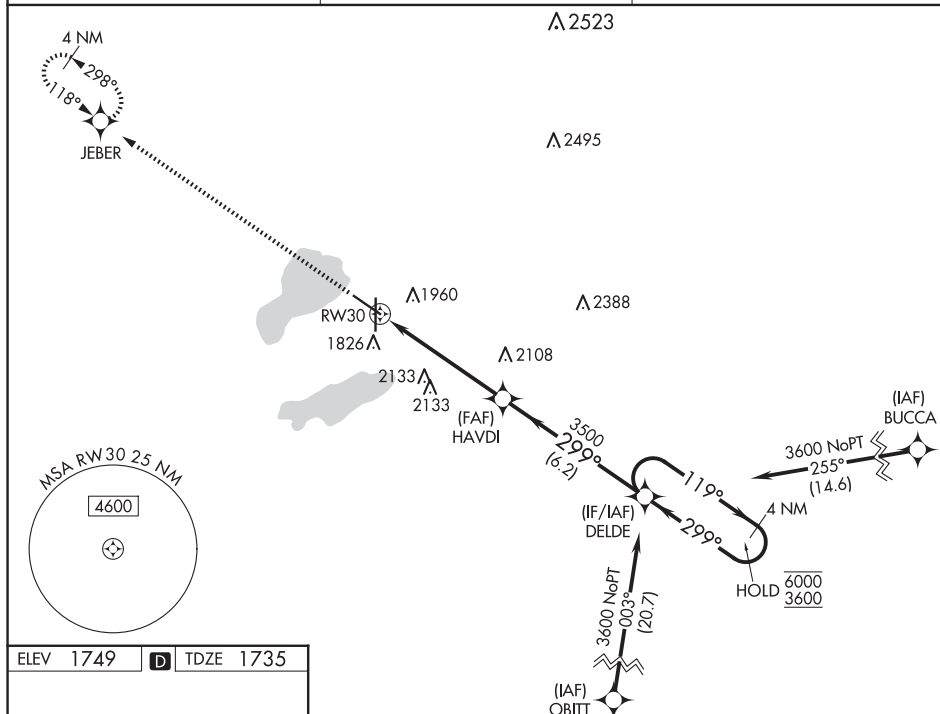
RNAV (GPS) RWY 30  
WATERTOWN RGNL (ATY)

RNP APCH - GPS.

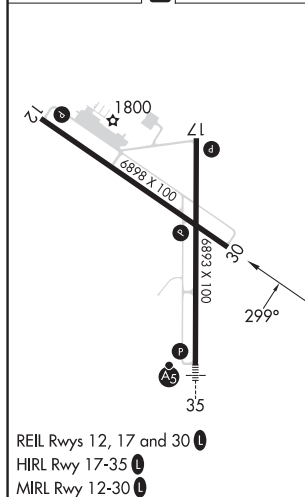
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV  
**A** NA below -18°C or above 54°C.

**MISSED APPROACH:** Climb to 3600 direct JEBER and hold.

|                        |  |                                  |
|------------------------|--|----------------------------------|
| ASOS<br><b>126.625</b> | MINNEAPOLIS CENTER<br><b>128.5 306.2</b> | UNICOM<br><b>123.05 (CTAF) 0</b> |
|------------------------|--|----------------------------------|



|           |          |           |
|-----------|----------|-----------|
| ELEV 1749 | <b>D</b> | TDZE 1735 |
|-----------|----------|-----------|



WATERTOWN, SOUTH DAKOTA

Amdt 1B 29DEC22

WATERTOWN RGNL (ATY)

RNAV (GPS) RWY 30

44°55'N-97°09'W

629

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

WATERTOWN, SOUTH DAKOTA

AL-444 (FAA)

23222

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82614</b><br><b>W35A</b> | APP CRS<br><b>354°</b> | Rwy Idg<br>TDZE <b>1745</b><br>Apt Elev <b>1749</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 35

WATERTOWN RGNL (ATY)

|  |             |   |
|--|-------------|---|
| RNP APCH - GPS.<br>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM. | MALSR<br>AS | MISSED APPROACH: Climb to 3600 direct BOBDE and hold. |
|--|-------------|---|

|                        |  |                                  |
|------------------------|--|----------------------------------|
| ASOS<br><b>126.625</b> | MINNEAPOLIS CENTER<br><b>128.5 306.2</b> | UNICOM<br><b>123.05 (CTAF) 0</b> |
|------------------------|--|----------------------------------|

MISSED APCH FIX

4 NM

BOBDE

Λ2495    Λ2510±

MSA RW35 25 NM  
4600

ELEV 1749    D    TDZE 1745

REIL Rwy 12, 17 and 30

HIRL Rwy 17-35

MIRL Rwy 12-30

354°

|              |                    |             |                         |                         |
|--------------|--------------------|-------------|-------------------------|-------------------------|
|              |                    |             |                         |                         |
| CATEGORY     | A                  | B           | C                       | D                       |
| LPV DA       | 1945-½ 200 (200-½) |             |                         |                         |
| LNAV/VNAV DA | 2180-¾ 435 (500-¾) |             |                         |                         |
| LNAV MDA     | 2160-½             | 415 (500-½) | 2160-¾                  | 415 (500-¾)             |
| CIRCLING     | 2260-1             | 511 (600-1) | 2500-2¼<br>751 (800-2¼) | 2500-2½<br>751 (800-2½) |

WATERTOWN, SOUTH DAKOTA

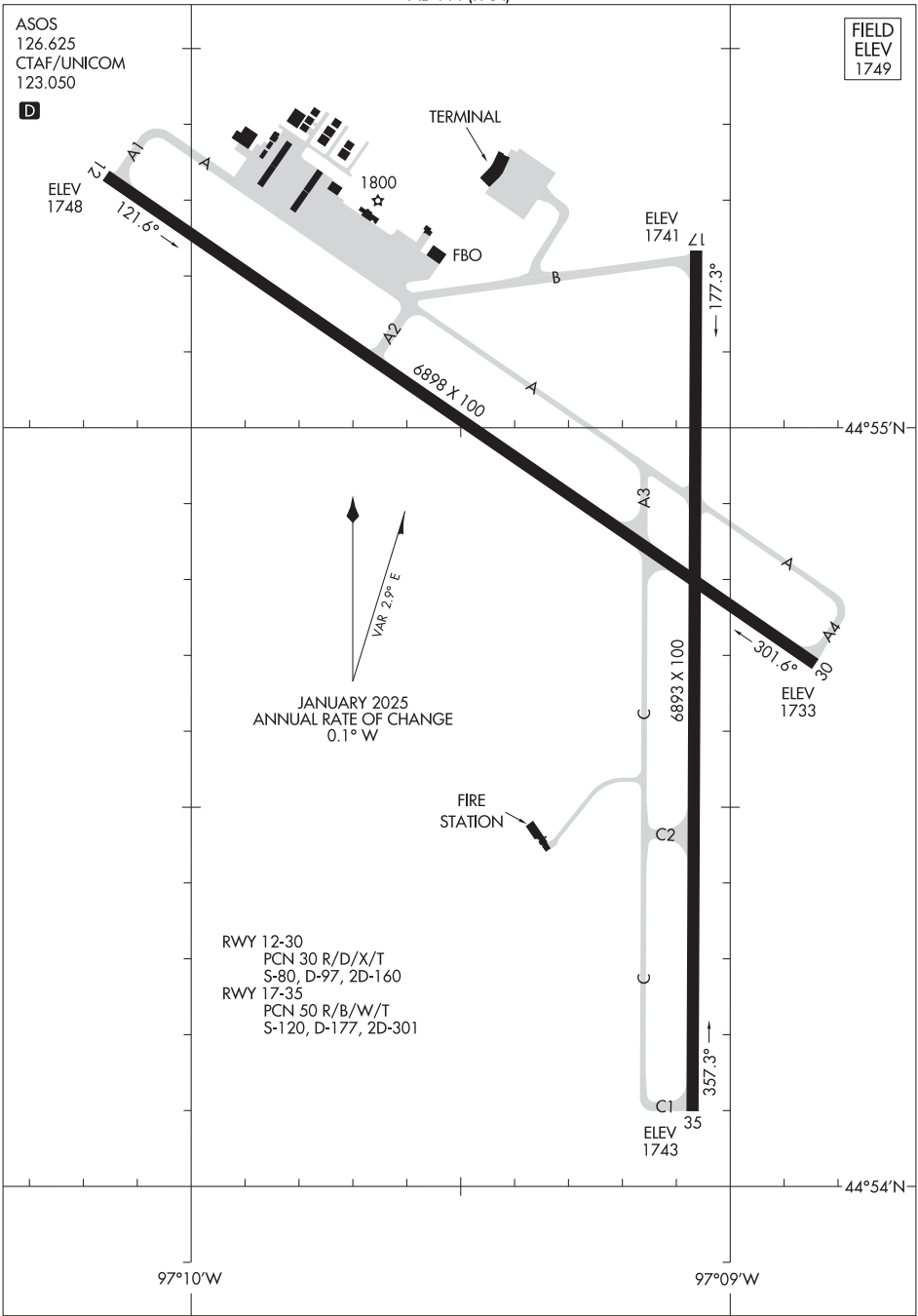
Amdt 1A 29DEC22

44°55'N-97°09'W

# WATERTOWN RGNL (ATY)

## RNAV (GPS) RWY 35

NC-1, 12 JUN 2025 to 07 AUG 2025



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

WATFORD CITY, NORTH DAKOTA

AL-9026 (FAA)

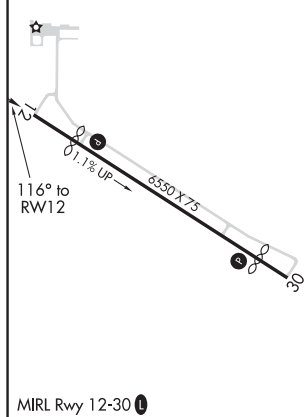
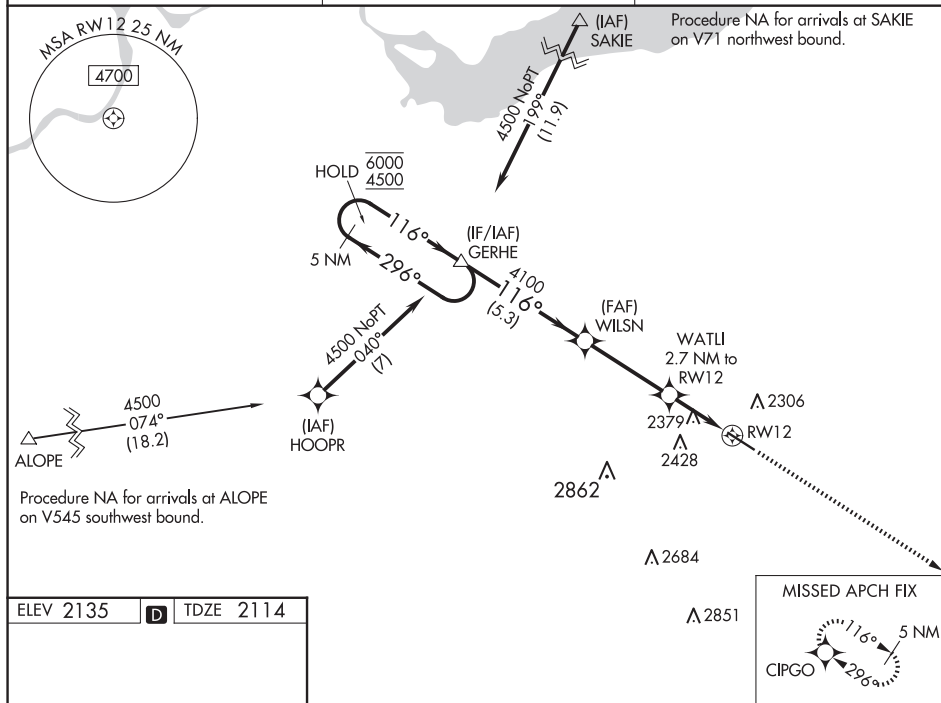
21336

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>70717</b><br><b>W12A</b> | APP CRS<br><b>116°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>2114</b><br><b>2135</b> |
|--|------------------------|-----------------------------|---|

# **RNAV (GPS) RWY 12** WATFORD CITY MUNI (S25)

|   |   |
|---|---|
| RNP APCH-GPS.   |   |
| <b>NA</b> Rwy 12 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Williston altimeter setting and increase LPV DA to 2474 feet; increase all MDAs 120 feet and LNAV visibility Cat C/D $\frac{3}{8}$ SM, and Circling visibility Cat C/D $\frac{1}{2}$ SM. | MISSED APPROACH: Climb to 4300 direct CIPGO and hold. |

|                            |   |  |
|----------------------------|---|--|
| AWOS-3PT<br><b>118.125</b> | SALT LAKE CENTER<br><b>126.85 305.2</b> | UNICOM<br><b>122.8 (CTAF)</b> <b>1</b> |
|----------------------------|---|--|



|                      |                       |                       |                         |                         |        |
|----------------------|-----------------------|-----------------------|-------------------------|-------------------------|--------|
| 5 NM Holding Pattern | GERHE                 | WILSN                 | WATLI 2.7 NM to RWY 12  | 1.7 NM to RWY 12        | RWY 12 |
| 6000<br>4500         | 296°<br>116°          | 4100                  | 2960                    | 1.7 NM                  |        |
| GP 3.00°<br>TCH 40   | 5.3 NM                | 3.6 NM                | 1 NM                    | 1.7 NM                  |        |
| CATEGORY             | A                     | B                     | C                       | D                       |        |
| LPV DA               | 2364-1 250 (300-1)    |                       |                         |                         |        |
| LNAV MDA             | 2640-1                | 526 (600-1)           | 2640-1½                 | 526 (600-1½)            |        |
| <b>C</b> CIRCLING    | 2700-1<br>565 (600-1) | 2760-1<br>625 (700-1) | 2760-1¾<br>625 (700-1¾) | 2960-2¾<br>825 (900-2¾) |        |

WATFORD CITY, NORTH DAKOTA  
Amdt 1 07OCT21

47°48'N-103°15'W

WATFORD CITY MUNI (S25)  
**RNAV (GPS) RWY 12**

NC-1, 12 JUN 2025 to 07 AUG 2025





WESSINGTON SPRINGS, SOUTH DAKOTA

AL-10549 (FAA)

20310

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3600 |
| 127°    | TDZE     | 1545 |
|         | Apt Elev | 1545 |

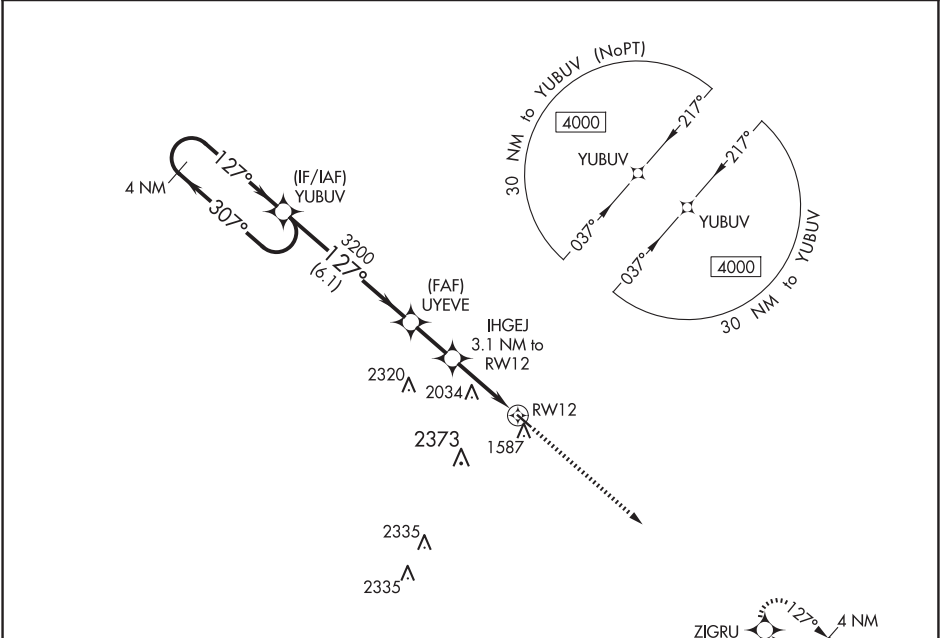
# RNAV (GPS) RWY 12

WESSINGTON SPRINGS (4X4)

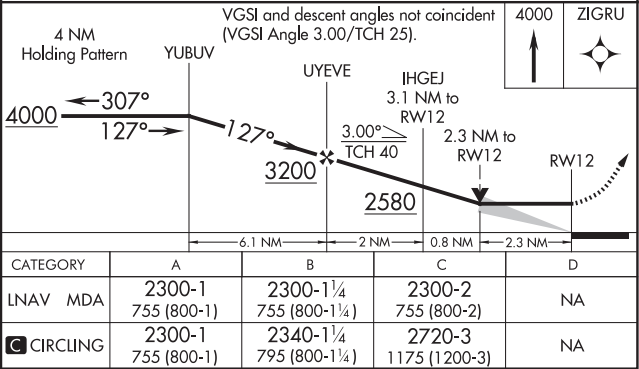
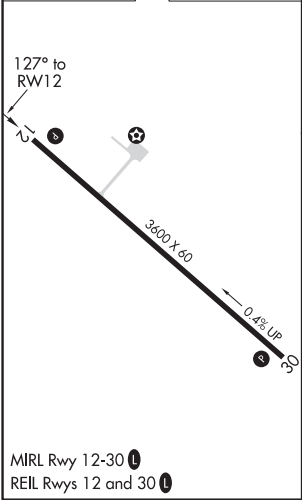
**NA** DME/DME RNP-0.3 NA. When local altimeter setting not received use Mitchell altimeter setting: increase all MDA 100 feet, LNAV visibility Cat C ½ SM and Circling visibility Cat A ¼ SM.

MISSED APPROACH: Climb to 4000 direct ZIGRU and hold.

|                                    |                |
|------------------------------------|----------------|
| MINNEAPOLIS CENTER<br>126.25 339.8 | CTAF<br>122.90 |
|------------------------------------|----------------|



|           |           |
|-----------|-----------|
| ELEV 1545 | TDZE 1545 |
|-----------|-----------|



WESSINGTON SPRINGS, SOUTH DAKOTA  
Orig 07DEC17

44°04'N-98°32'W

# WESSINGTON SPRINGS (4X4)

## RNAV (GPS) RWY 12

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>40141</b><br><b>W30A</b> | APP CRS<br><b>307°</b> | Rwy Idg <b>3600</b><br>TDZE <b>1540</b><br>Apt Elev <b>1545</b> |
|--|------------------------|---|

RNAV (GPS) RWY 30

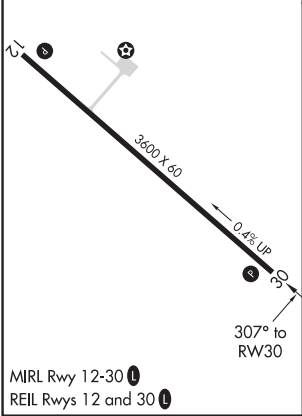
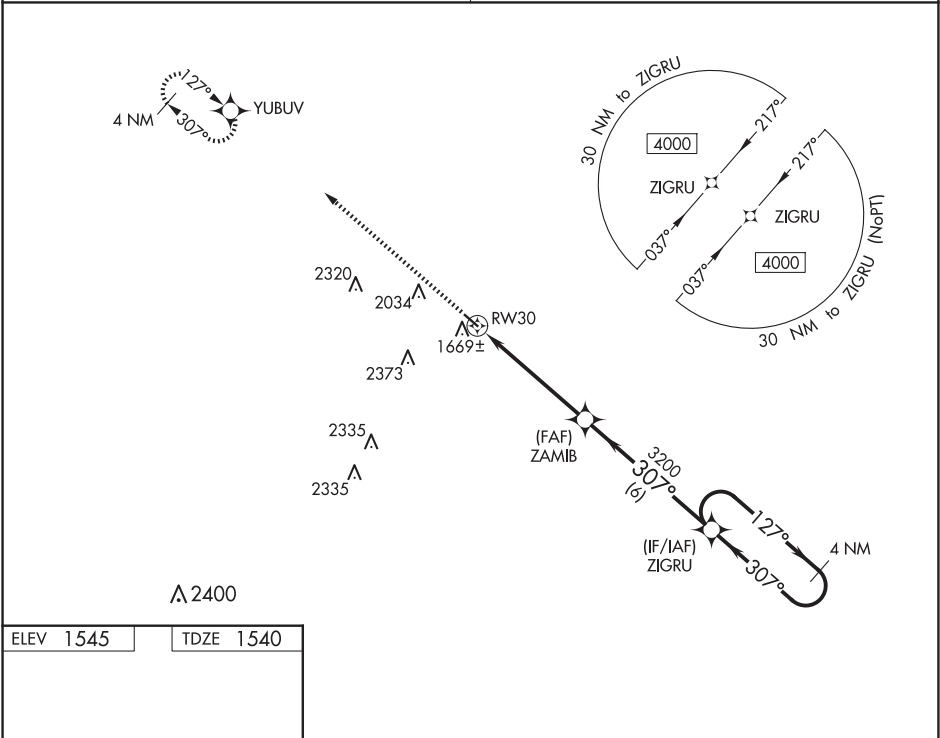
WESSINGTON SPRINGS (4X4)

NA

DME/DME RNP-0.3 NA. VDP NA when using Mitchell Muni altimeter setting. When local altimeter setting not received use Mitchell altimeter setting: increase all MDAs 100 feet and LNAV visibility Cat C ¼ SM, LP visibility Cat C ¼ SM, Circling visibility Cat B ¼ SM.

MISSED APPROACH: Climb to 4000 direct YUBUV and hold.

|   |                       |
|---|-----------------------|
| MINNEAPOLIS CENTER<br><b>126.25 339.8</b> | CTAF<br><b>122.90</b> |
|---|-----------------------|



|          |                    |  |                      |                      |
|----------|--------------------|--|----------------------|----------------------|
| 4000     | YUBUV              | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25). | ZIGRU                | 4 NM Holding Pattern |
| 1 NM     | 4.1 NM             | 6 NM   |                      |                      |
| CATEGORY | A                  | B  | C                    | D                    |
| LP MDA   | 1880-1 340 (400-1) |  |                      | NA                   |
| LNAV MDA | 1940-1 400 (400-1) |  | 1940-1 400 (400-1)   | NA                   |
| CIRCLING | 2180-1 635 (700-1) | 2340-1 795 (800-1)   | 2720-3 1175 (1200-3) | NA                   |

WHEATON, MINNESOTA

AL-6660 (FAA)

23250

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>42530</b><br><b>W16A</b> | APP CRS<br><b>159°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3298</b><br><b>1023</b><br><b>1023</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 16

WHEATON MUNI (ETH)

RNP APCH - GPS.

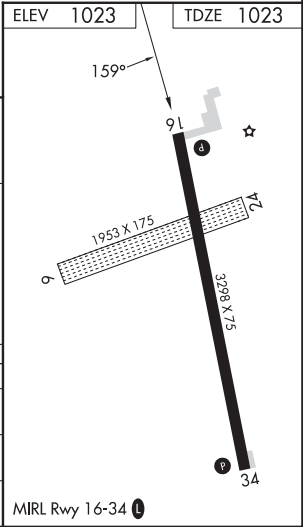
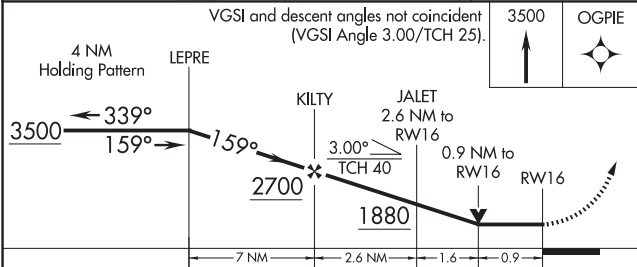
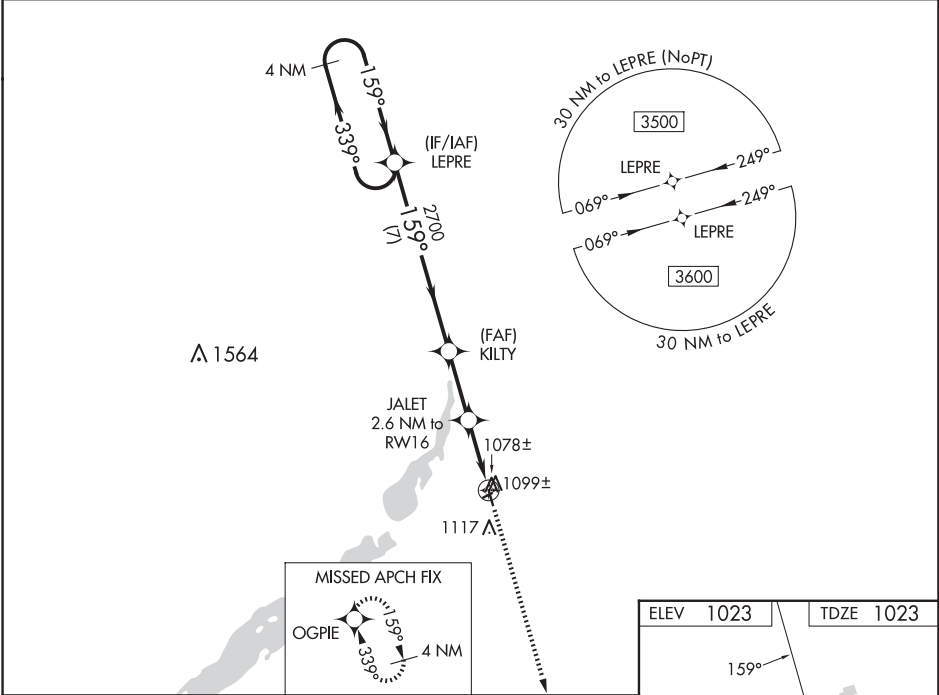
▼

⚠

Circling NA to Rwy's 6 and 24. VDP NA when using Wahpeton altimeter setting. When local altimeter setting not received, use Wahpeton altimeter setting and increase all MDA 80 feet, increase LP Cat C visibility ⅓ SM and LNAV Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 3500 direct OGPIE and hold.

|                          |  |  |
|--------------------------|--|--|
| AWOS-3<br><b>118.775</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | UNICOM<br><b>122.8</b> (CTAF) <b>1</b> |
|--------------------------|--|--|



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LP MDA   | 1340-1 | 317 (400-1) |                         | NA |
| LNAV MDA | 1360-1 | 337 (400-1) |                         | NA |
| CIRCLING | 1480-1 | 457 (500-1) | 1500-1½<br>477 (500-1½) | NA |

WHEATON, MINNESOTA  
Orig-C 07SEP23

45°47'N-96°33'W

WHEATON MUNI (ETH)  
RNAV (GPS) RWY 16

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>86730</b><br><b>W34A</b> | APP CRS<br><b>339°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3298</b><br><b>1023</b><br><b>1023</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 34

WHEATON MUNI (ETH)

RNP APCH - GPS.

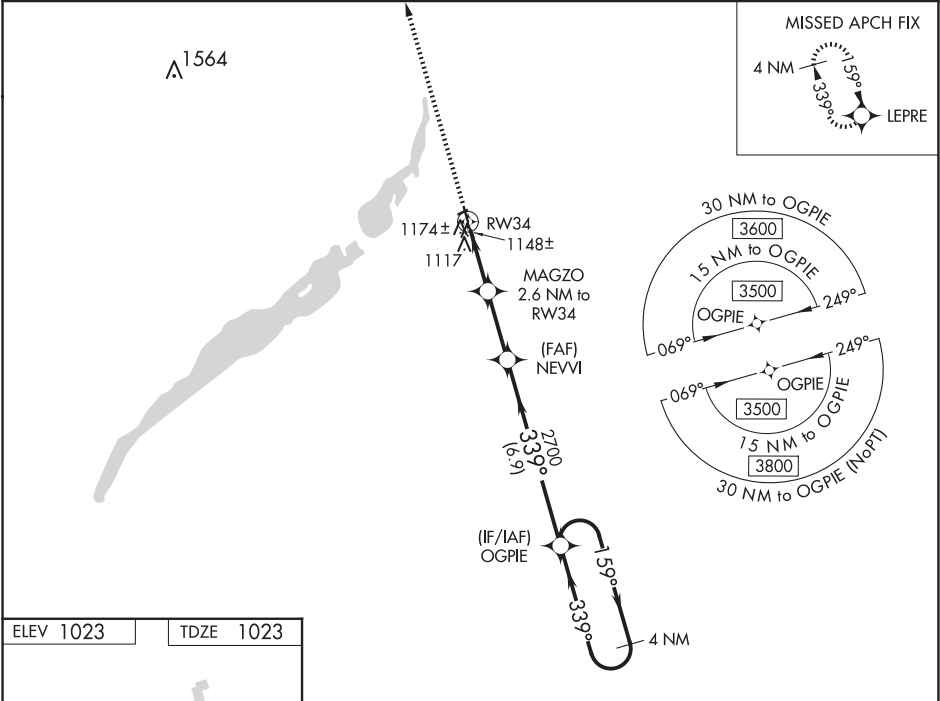
▼

⚠

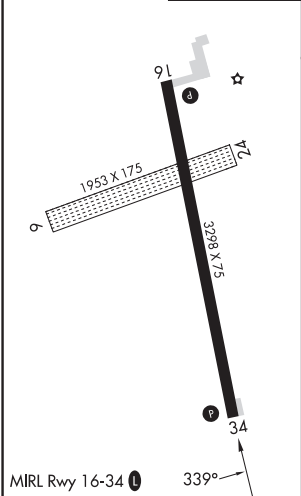
Rwy 34 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Wahpeton altimeter setting and increase all MDA 80 feet, increase LP and LNAV Cat C visibility to  $\frac{3}{8}$  SM. Circling NA to Rwy 6 and 24.



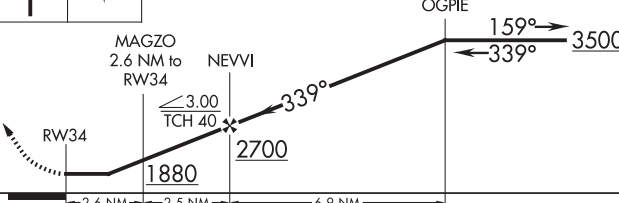
MISSED APPROACH: Climb to 3500 direct LEPRE and hold.

|                          |  |  |
|--------------------------|--|--|
| AWOS-3<br><b>118.775</b> | MINNEAPOLIS CENTER<br><b>126.1 269.2</b> | UNICOM<br><b>122.8</b> (CTAF) <b>1</b> |
|--------------------------|--|--|



|           |           |
|-----------|-----------|
| ELEV 1023 | TDZE 1023 |
|-----------|-----------|



|   |   |   |  |                         |
|---|---|---|--|-------------------------|
| 3500  | LEPRE   | VGSI and descent angles not coincident<br>(VGSI Angle 3.00/TCH 25).                 |  | 4 NM<br>Holding Pattern |
|  |  |  |  |                         |
| CATEGORY  | A   | B   | C  | D                       |
| LP MDA  | 1400-1  | 377 (400-1)   |  | NA                      |
| LNAV MDA  | 1440-1  | 417 (500-1)   | 1440-1 <sup>1</sup> / <sub>8</sub><br>417 (500-1 <sup>1</sup> / <sub>8</sub> ) | NA                      |
| CIRCLING  | 1480-1  | 457 (500-1)   | 1500-1 <sup>1</sup> / <sub>2</sub><br>477 (500-1 <sup>1</sup> / <sub>2</sub> ) | NA                      |

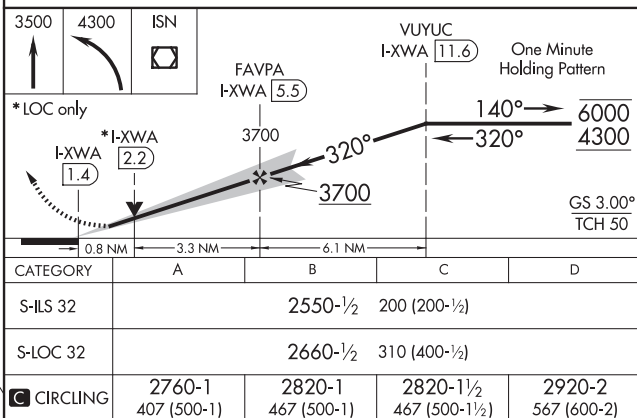
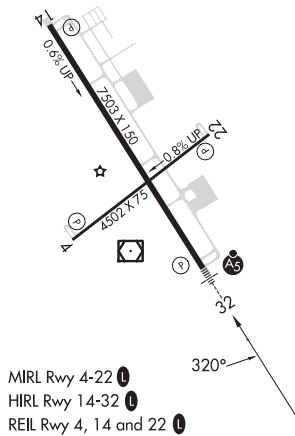
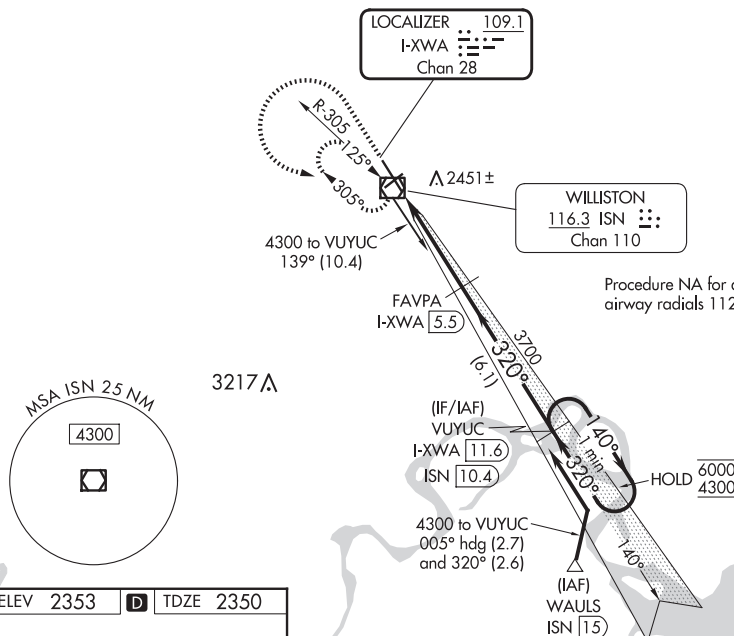
NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 32  
WILLISTON BASIN INTL (XWA)



**MISSED APPROACH:** Climb to 3500 then climbing left turn to 4300 direct ISN VOR/DME and hold, continue climb-in-hold to 4300.

UNICOM  
122.8 (CTAF) **L**

48°16'N-103°45'W

WILLISTON BASIN INTL (XWA)  
ILS or LOC RWY 32

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>49243</b><br><b>W04A</b> | APP CRS<br><b>044°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4502</b><br><b>2356</b><br><b>2356</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 4

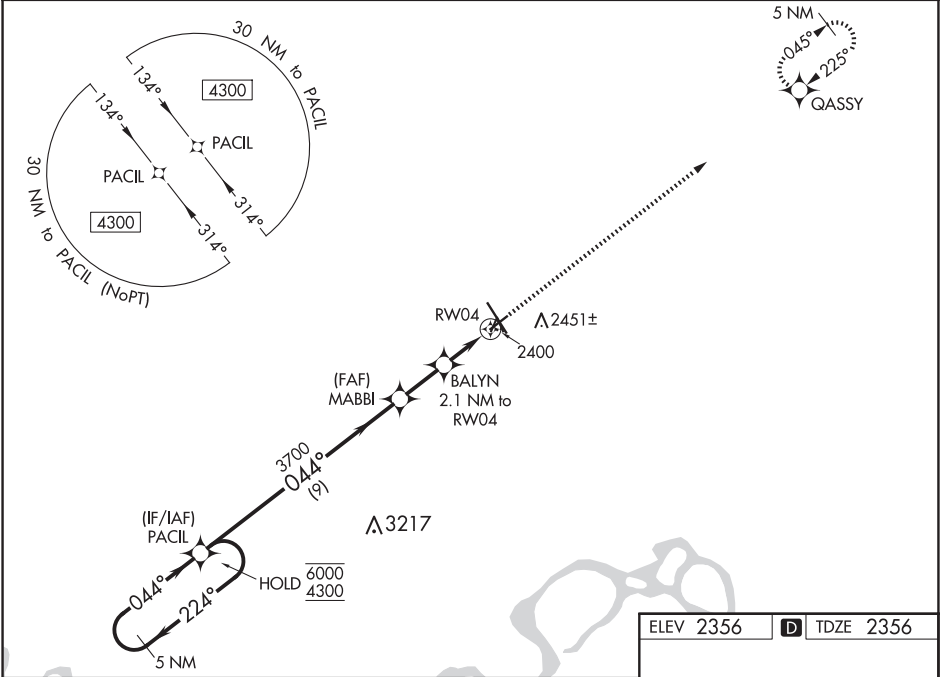
WILLISTON BASIN INTL (XWA)

RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 4300 direct QASSY  
and hold.

|                        |  |                               |
|------------------------|--|-------------------------------|
| ASOS<br><b>125.925</b> | SALT LAKE CITY CENTER<br><b>126.85 305.2</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|------------------------|--|-------------------------------|



5 NM Holding Pattern

6000

4300

GP 3.00°

TCH 40

224°

044°

044°

3700

3060

3700

2.1 NM to RW04

\*0.8 NM to RW04

RW04

9 NM

2 NM

1.3 NM

0.8 NM

5 NM

4300

QASSY

\*LNAV only

| CATEGORY      | A                     | B                     | C                       | D                     |
|---------------|-----------------------|-----------------------|-------------------------|-----------------------|
| LPV DA        |                       | 2556-1                | 200 (200-1)             |                       |
| LNAV/ VNAV DA |                       | 2606-1                | 250 (300-1)             |                       |
| LNAV MDA      |                       | 2660-1                | 304 (400-1)             |                       |
| CIRCLING      | 2760-1<br>404 (500-1) | 2820-1<br>464 (500-1) | 2820-1½<br>464 (500-1½) | 2920-2<br>564 (600-2) |

ELEV 2356 TDZE 2356

MIRL Rwy 4-22

HIRL Rwy 14-32

REIL Rwy 4, 14 and 22

WILLISTON, NORTH DAKOTA

AL-11234 (FAA)

25051

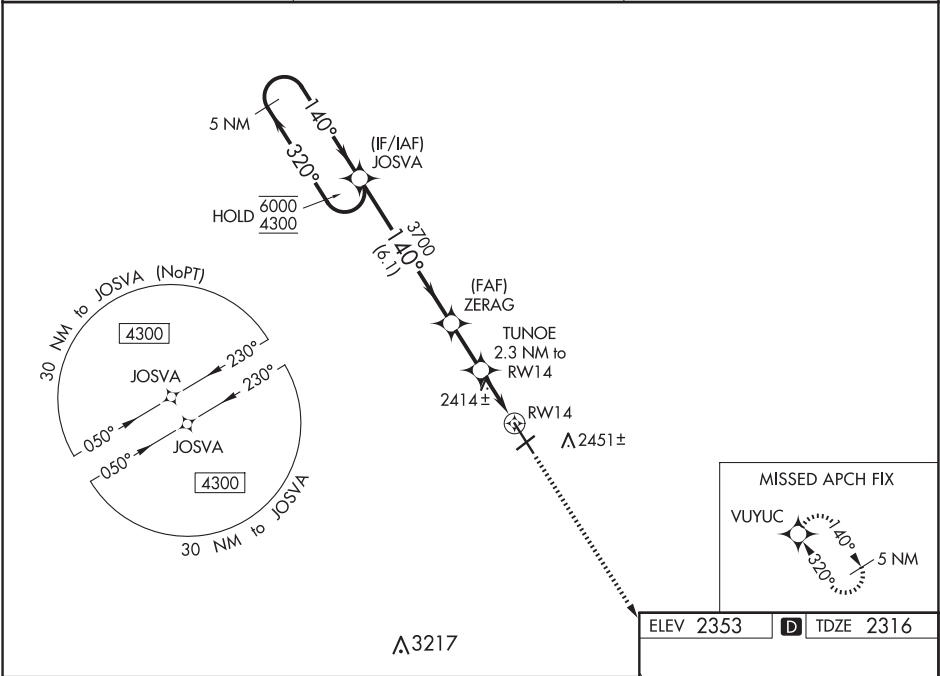
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>40143</b><br><b>W14A</b> | APP CRS<br><b>140°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7503</b><br><b>2316</b><br><b>2353</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 14

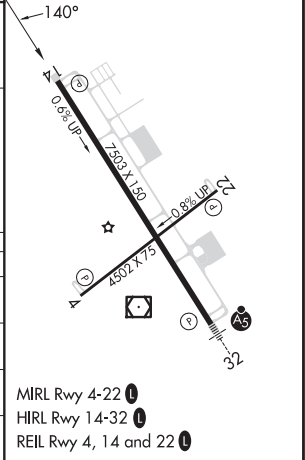
WILLISTON BASIN INTL (XWA)

|  |   |
|--|---|
| RNP APCH.  | MISSED APPROACH: Climb to 4300 direct VUYUC and hold. |
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. |   |

|                        |  |                                 |
|------------------------|--|---------------------------------|
| ASOS<br><b>125.925</b> | SALT LAKE CITY CENTER<br><b>126.85 305.2</b> | UNICOM<br><b>122.8 (CTAF) 1</b> |
|------------------------|--|---------------------------------|



|                      |                       |                       |                               |                       |       |
|----------------------|-----------------------|-----------------------|-------------------------------|-----------------------|-------|
| 5 NM Holding Pattern |                       | JOSVA                 | ZERAG                         | TUNOE                 | VUYUC |
| 6000 ← 320°          |                       | 3700                  | 3700                          | 2.3 NM to RW14        | ↑     |
| 4300 → 140°          |                       |                       |                               | *1 NM to RW14         | ✧     |
| GP 3.00°             |                       |                       |                               |                       |       |
| TCH 50               |                       |                       |                               |                       |       |
| CATEGORY             | A                     | B                     | C                             | D                     |       |
| LPV DA               |                       | 2516-3/4              | 200 (200-3/4)                 |                       |       |
| LNAV/ VNAV DA        |                       | 2577-7/8              | 261 (300-7/8)                 |                       |       |
| LNAV MDA             |                       | 2680-1                | 364 (400-1)                   |                       |       |
| CIRCLING             | 2760-1<br>407 (500-1) | 2820-1<br>467 (500-1) | 2820-1 1/2<br>467 (500-1 1/2) | 2920-2<br>567 (600-2) |       |



WILLISTON, NORTH DAKOTA  
Orig 10OCT19

48°16'N-103°45'W

# WILLISTON BASIN INTL (XWA)

## RNAV (GPS) RWY 14

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



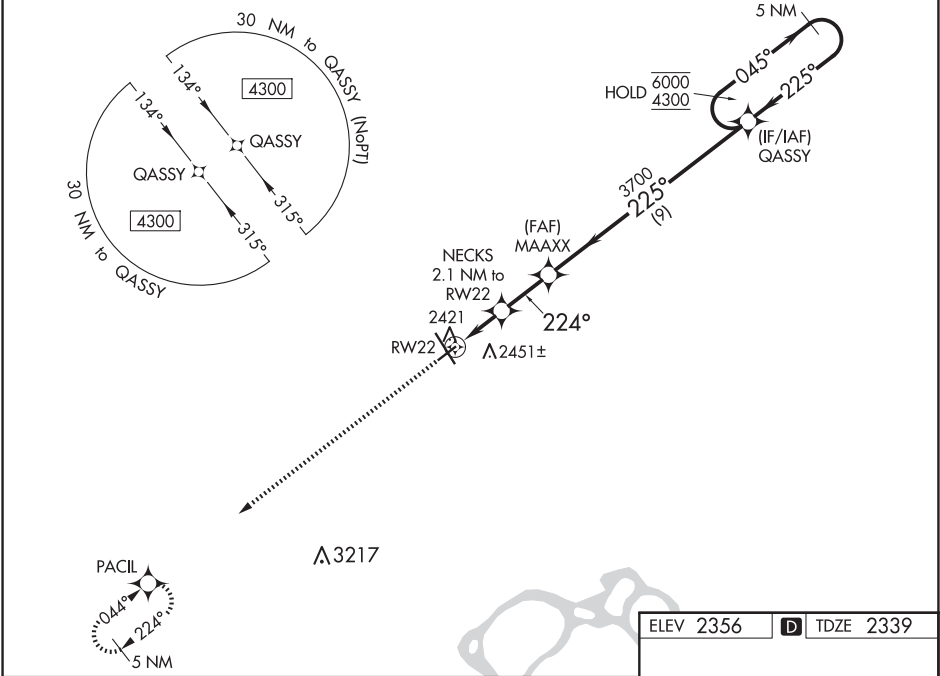
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>93943</b><br><b>W22A</b> | APP CRS<br><b>224°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4502</b><br><b>2339</b><br><b>2356</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 22

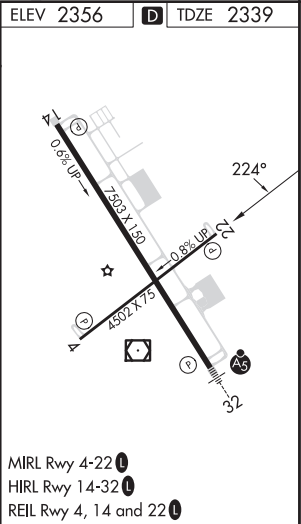
WILLISTON BASIN INTL (XWA)

|   |   |
|---|---|
| RNP APCH-GPS.   | MISSED APPROACH: Climb to 4300 direct PACIL and hold. |
| <div><div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.</div></div> |   |

|                        |  |                                 |
|------------------------|--|---------------------------------|
| ASOS<br><b>125.925</b> | SALT LAKE CITY CENTER<br><b>126.85 305.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|--|---------------------------------|



|              |                       |                         |                         |                       |                            |
|--------------|-----------------------|-------------------------|-------------------------|-----------------------|----------------------------|
| 4300         | PACIL                 | NECKS<br>2.1 NM to RW22 | MAAXX<br>3700           | QASSY                 | 5 NM Holding Pattern       |
| *LNAV only   | *1.2 NM to RW22       | *1.2 NM to RW22         | 3700                    | 225°                  | 045° → 6000<br>← 225° 4300 |
| RW22         | 3020*                 | 224°                    | 3700                    | GP 3.00°<br>TCH 40    |                            |
| 1.2 NM       | 0.9 NM                | 2.1 NM                  | 9 NM                    |                       |                            |
| CATEGORY     | A                     | B                       | C                       | D                     |                            |
| LPV DA       | 2539-1                | 200 (200-1)             |                         |                       |                            |
| LNAV/VNAV DA | 2589-1                | 250 (300-1)             |                         |                       |                            |
| LNAV MDA     | 2740-1                | 401 (400-1)             | 2740-1½                 | 401 (400-1½)          |                            |
| CIRCLING     | 2760-1<br>404 (500-1) | 2820-1<br>464 (500-1)   | 2820-1½<br>464 (500-1½) | 2920-2<br>564 (600-2) |                            |



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>78043</b><br><b>W32A</b> | APP CRS<br><b>320°</b> | Rwy Idg <b>7503</b><br>TDZE <b>2350</b><br>Apt Elev <b>2353</b> |
|--|------------------------|---|

RNAV (GPS) RWY 32  
WILLISTON BASIN INTL (XWA)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to  $\frac{3}{4}$  SM.



**MISSED APPROACH:** Climb to 4300 direct JOSVA and hold.

ASOS  
125.925

SALT LAKE CITY CENTER  
126.85 305.2

UNICOM  
122.8 (CTAF) **L**

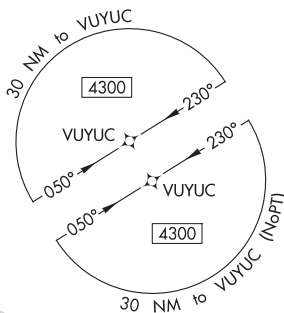
MISSED APCH FIX



2420±  
RW32

(FAF)  
FAVPA

A3217



(IF/IAF)  
VUYUC

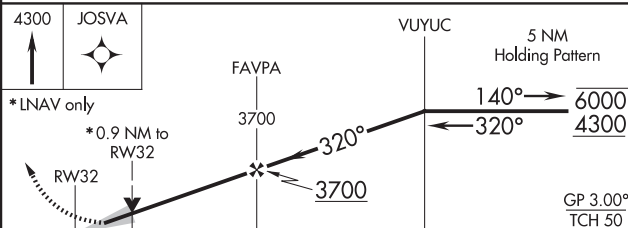
|      |      |
|------|------|
| HOLD | 8000 |
|      | 4300 |


HOLD 8000  
4300

|      |      |   |      |      |
|------|------|---|------|------|
| ELEV | 2353 |  | TDZE | 2350 |
|------|------|---|------|------|



MIRL Rwy 4-22 **L**  
HIRL Rwy 14-32 **L**  
REIL Rwy 4, 14 and 22 **L**



| CATEGORY   |     | A                     | B                     | C                       | D                     |
|--|-----|-----------------------|-----------------------|-------------------------|-----------------------|
| LPV  | DA  | 2550-½ 200 (200-½)    |                       |                         |                       |
| LNAV/<br>VNAV  | DA  | 2600-½ 250 (300-½)    |                       |                         |                       |
| LNAV   | MDA | 2680-½ 330 (400-½)    |                       |                         |                       |
|  CIRCLING |     | 2760-1<br>407 (500-1) | 2820-1<br>467 (500-1) | 2820-1½<br>467 (500-1½) | 2920-2<br>567 (600-2) |

WILLISTON, NORTH DAKOTA  
Orig 10OCT19

48°16'N-103°45'W

WILLISTON BASIN INTL (XWA)  
RNAV (GPS) RWY 32

NC-1, 12 JUN 2025 to 07 AUG 2025

|             |         |          |      |
|-------------|---------|----------|------|
| VOR/DME ISN | APP CRS | Rwy Idg  | 7503 |
| 116.3       | 152°    | TDZE     | 2318 |
| Chan 110    |         | Apt Elev | 2356 |

VOR RWY 14

WILLISTON BASIN INTL (XWA)

|                                     |   |
|-------------------------------------|---|
| DME required.                       | MISSED APPROACH: Climb to 4300 then climbing right turn to 4300 direct ISN VOR/DME and hold |
| <div><div>V</div><div>A</div></div> |   |

|                 |                                       |                          |
|-----------------|---------------------------------------|--------------------------|
| ASOS<br>125.925 | SALT LAKE CITY CENTER<br>126.85 305.2 | UNICOM<br>122.8 (CTAF) 0 |
|-----------------|---------------------------------------|--------------------------|

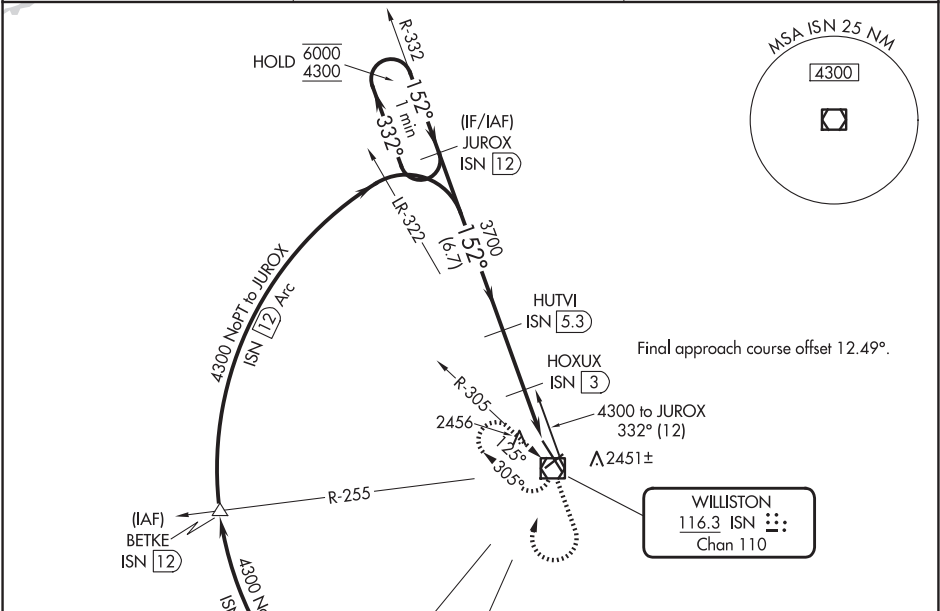


Diagram of the runway layout showing Runway 14 (3200x150) and Runway 4 (4502x75). The diagram includes a 152° turn and a 0.6% UP slope.

Diagram of the runway layout showing Runway 14 (3200x150) and Runway 4 (4502x75). The diagram includes a 152° turn and a 0.6% UP slope.

| CATEGORY | A                     | B                     | C                       | D                     |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|
| S-14     | 2720-1                | 402 (400-1)           | 2720-1½                 | 402 (400-1½)          |
| CIRCLING | 2760-1<br>404 (500-1) | 2820-1<br>464 (500-1) | 2820-1½<br>464 (500-1½) | 2920-2<br>564 (600-2) |

Diagram of the runway layout showing Runway 14 (3200x150) and Runway 4 (4502x75). The diagram includes a 152° turn and a 0.6% UP slope.

WILLISTON, NORTH DAKOTA

AL-11234 (FAA)

25051

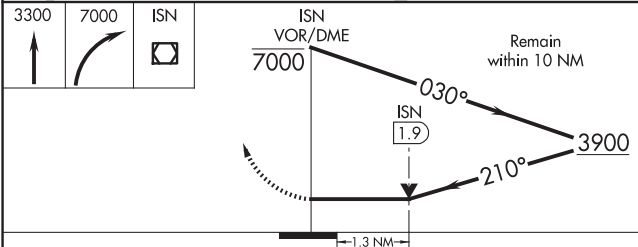
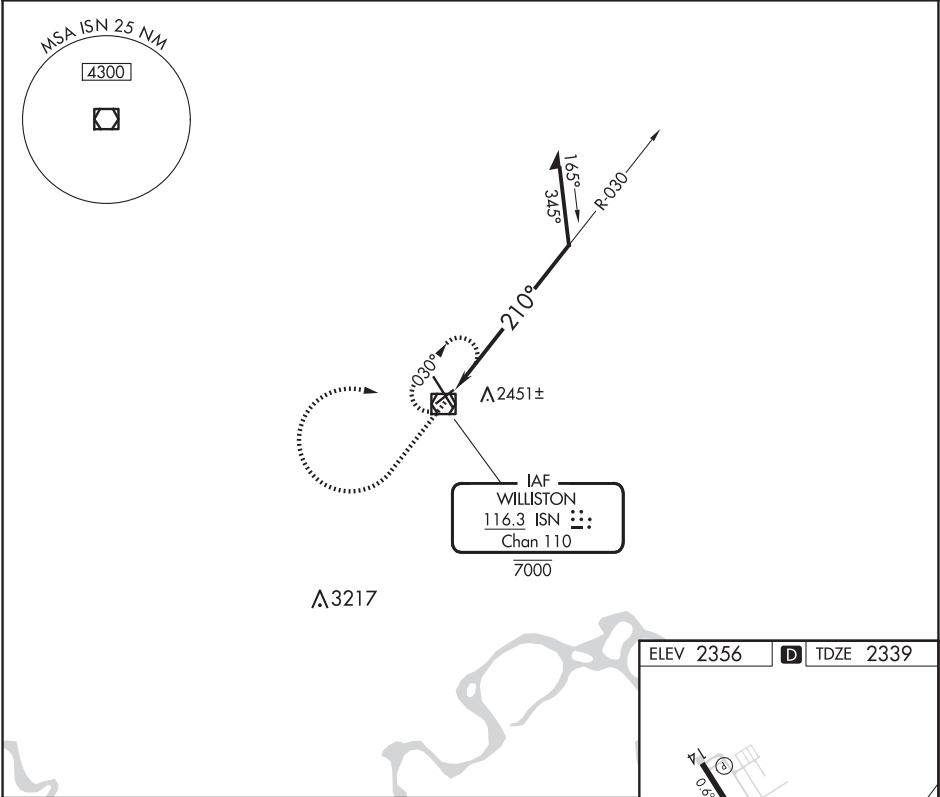
|  |                        |  |
|--|------------------------|--|
| VOR/DME ISN<br><b>116.3</b><br>Chan <b>110</b> | APP CRS<br><b>210°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>4502</b><br><b>2339</b><br><b>2356</b> |
|--|------------------------|--|

VOR RWY 22  
WILLISTON BASIN INTL (XWA)

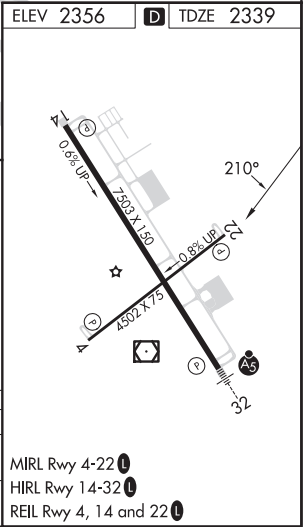


MISSED APPROACH: Climb to 3300 then climbing right turn to 7000 direct ISN VOR/DME and hold, continue climb-in-hold to 7000.

|                        |  |                               |
|------------------------|--|-------------------------------|
| ASOS<br><b>125.925</b> | SALT LAKE CITY CENTER<br><b>126.85 305.2</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|------------------------|--|-------------------------------|



| CATEGORY | A                     | B                     | C                       | D                     |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|
| S-22     | 2760-1                | 421 (500-1)           | 2760-1¼                 | 421 (500-1¼)          |
| CIRCLING | 2760-1<br>404 (500-1) | 2820-1<br>464 (500-1) | 2820-1½<br>464 (500-1½) | 2920-2<br>564 (600-2) |



WILLISTON, NORTH DAKOTA  
Orig-A 14JUL22

48°16'N-103°45'W

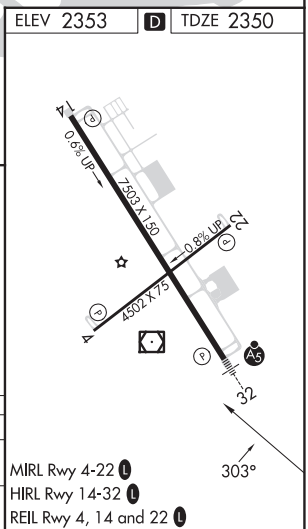
WILLISTON BASIN INTL (XWA)  
VOR RWY 22

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

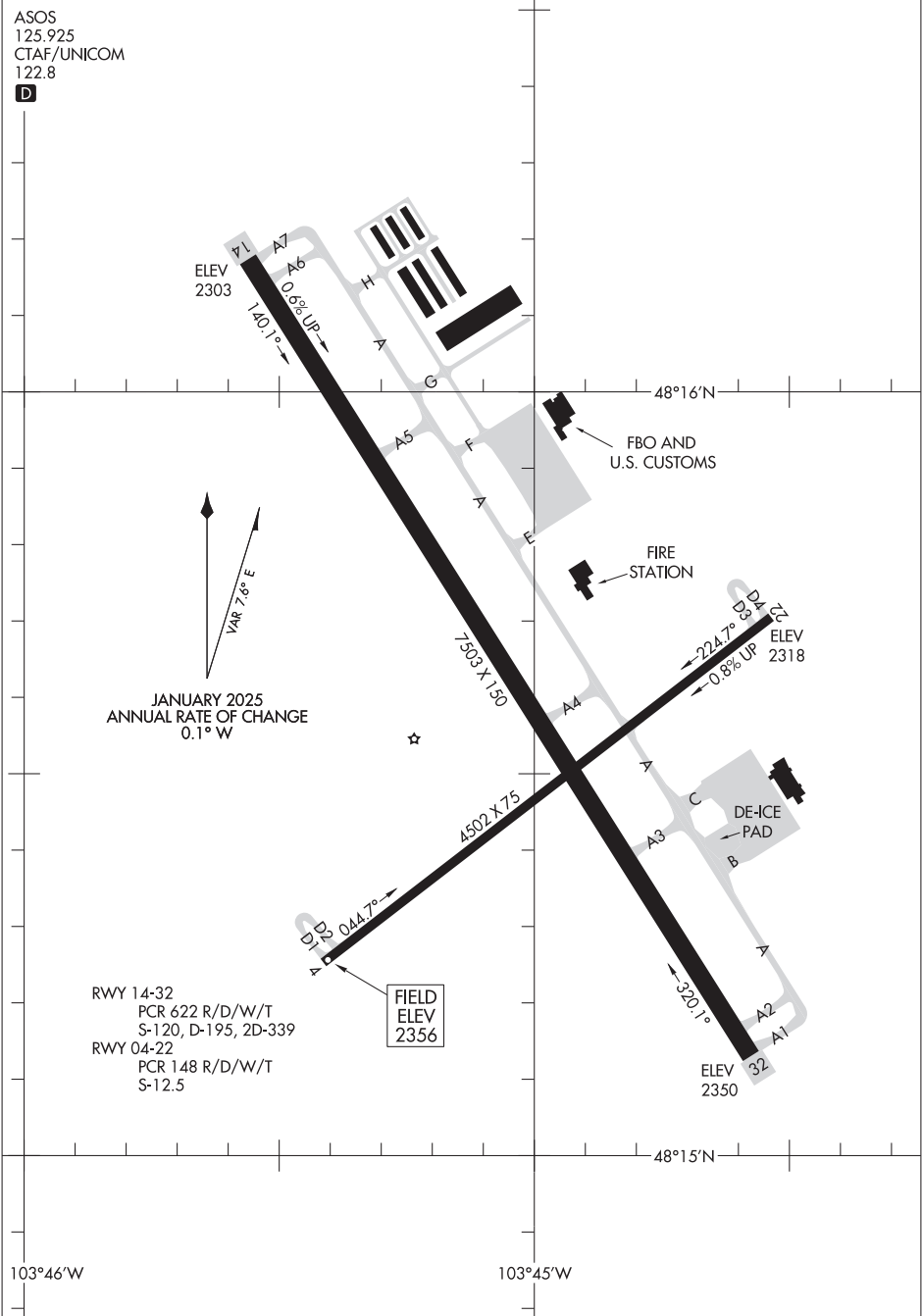
VOR RWY 32  
WILLISTON BASIN INTL (XWA)

**MISSED APPROACH:** Climb to 4300 then climbing left turn to 4300 direct ISN VOR/DME and hold

UNICOM  
122.8 (CTAF) **L**

ASOS  
125.925  
CTAF/UNICOM  
122.8  
**D**

NC-1, 12 JUN 2025 to 07 AUG 2025



NC-1, 12 JUN 2025 to 07 AUG 2025

## WILLISTON SIX DEPARTURE

AL-11234 (FAA)

WILLISTON BASIN INTL (XWA)

WILLISTON, NORTH DAKOTA

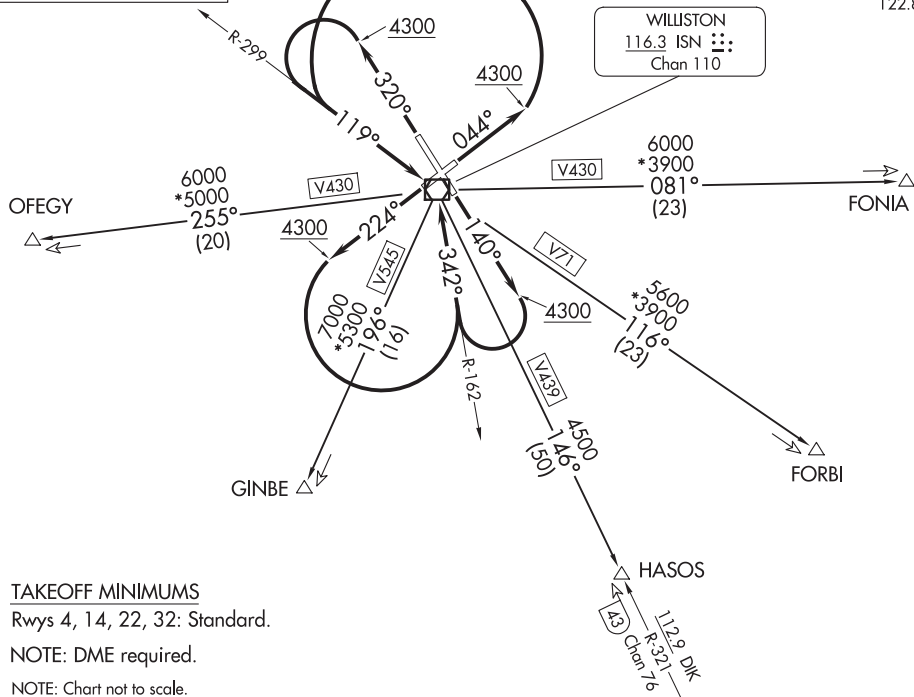
**TOP ALTITUDE:  
ASSIGNED BY ATC**

SALT LAKE CENTER

126.85 305.2

CTAF

122.8



## TAKEOFF MINIMUMS

Rwys 4, 14, 22, 32: Standard.

NOTE: DME required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 4:** Climb on heading 044° to 4300 then climbing left turn to intercept ISN VOR/DME R-299 to ISN VOR/DME, thence. . . .

**TAKEOFF RUNWAY 14:** Climb on heading 140° to 4300 then climbing right turn to intercept ISN VOR/DME R-162 to ISN VOR/DME, thence. . . .

**TAKEOFF RUNWAY 22:** Climb on heading 224° to 4300 then climbing left turn to intercept ISN VOR/DME R-162 to ISN VOR/DME, thence. . . .

**TAKEOFF RUNWAY 32:** Climb on heading 320° to 4300 then climbing left turn to intercept ISN VOR/DME R-299 to ISN VOR/DME, thence. . .

...on (transition). Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

FONIA TRANSITION (ISN6.FONIA): From over ISN VOR/DME on ISN R-081 to FONIA.

**FORBI TRANSITION (ISN6.FORBI):** From over ISN VOR/DME on ISN R-116 to FORBI.

GINBE TRANSITION (ISN6.GINBE): From over ISN VOR/DME on ISN R-196 to GINBE.

HASOS TRANSITION (ISN6.HASOS): From over ISN VOR/DME on ISN R-146 and DIK R-321 to HASOS.

OFEGY TRANSITION (ISN6.OFEGY): From over ISN VOR/DME on ISN R-255 to OFEGY.

## WILLISTON SIX DEPARTURE

(ISN6.ISN) 17JUN21

WILLISTON, NORTH DAKOTA

WILLISTON BASIN INTL (XWA)

WILLMAR, MINNESOTA

AL-10310 (FAA)

24025

|                           |                        |  |
|---------------------------|------------------------|--|
| LOC I-BDH<br><b>109.5</b> | APP CRS<br><b>126°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>5500</b><br><b>1124</b><br><b>1126</b> |
|---------------------------|------------------------|--|

# ILS or LOC RWY 13

WILLMAR MUNI/JOHN L RICE FLD (BDH)

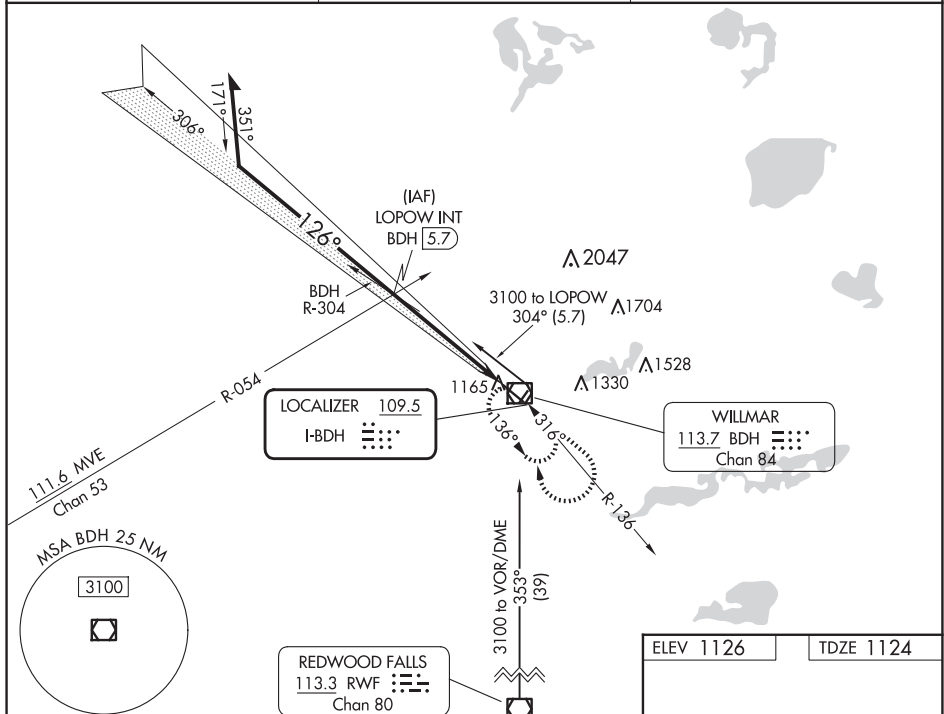
**NA** Circling NA to Rwy's 3 and 21. When local altimeter setting not received, use Olivia altimeter setting: increase S-ILS 13 DA to 1379 feet; increase all MDAs 60 feet and Circling visibility Cat D ¼ SM. VDP NA when using Olivia Rgnl altimeter setting.

**MALSR**

**AS**

**MISSED APPROACH:** Climb to 2500 then climbing right turn to 3100 direct BDH VOR/DME and hold, climb-in-hold to 3100.

|                           |  |                                 |
|---------------------------|--|---------------------------------|
| AWOS-3PT<br><b>118.75</b> | MINNEAPOLIS CENTER<br><b>125.5 323.1</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|---------------------------|--|---------------------------------|



|   |                        |      |      |                            |  |      |  |  |  |
|---|------------------------|------|------|----------------------------|--|------|--|--|--|
| <div><div><div>Remain within 10 NM</div><div>2900</div><div>306°</div><div>LOPOW INT BDH (5.7) 3100</div><div>2800</div><div>126°</div><div>GS 3.00° TCH 49</div><div>2800</div><div>3.8 NM</div><div>1.3 NM</div></div><div><div>2500</div><div>3100</div><div>BDH</div></div></div> |                        |      |      |                            | <div><div>126°</div><div>A5</div><div>5500 X 100</div><div>2800 X 250</div><div>5</div><div>31</div></div> |      |  |  |  |
| CATEGORY  | A                      |      | B    |                            | C  | D    |  |  |  |
| S-ILS 13  | 1324-3/4 200 (200-3/4) |      |      |                            |  |      |  |  |  |
| S-LOC 13  | 1600-3/4 476 (500-3/4) |      |      | 1600-1 476 (500-1)         |  |      |  |  |  |
| CIRCLING  | 1600-1 474 (500-1)     |      |      | 1660-1 1/2 534 (600-1 1/2) | 1960-2 3/4 834 (900-2 3/4)   |      |  |  |  |
| HIRL Rwy 13-31 0  |                        |      |      |                            |  |      |  |  |  |
| REIL Rwy 31 0   |                        |      |      |                            |  |      |  |  |  |
| FAF to MAP 5.1 NM   |                        |      |      |                            |  |      |  |  |  |
| Knots   |                        | 60   | 90   | 120                        | 150  | 180  |  |  |  |
| Min:Sec   |                        | 5:06 | 3:24 | 2:33                       | 2:02   | 1:42 |  |  |  |

WILLMAR, MINNESOTA  
Amdt 1 25JAN24

45°07'N-95°08'W

# ILS or LOC RWY 13

WILLMAR MUNI/JOHN L RICE FLD (BDH)

NC-1, 12 JUN 2025 to 07 AUG 2025





WILLMAR, MINNESOTA

AL-10310 (FAA)

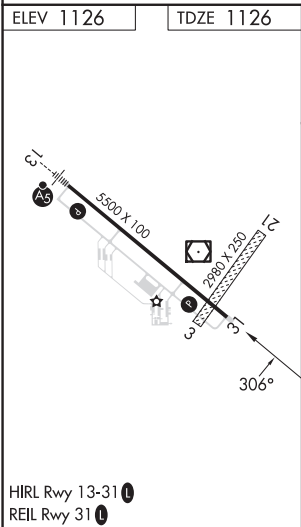
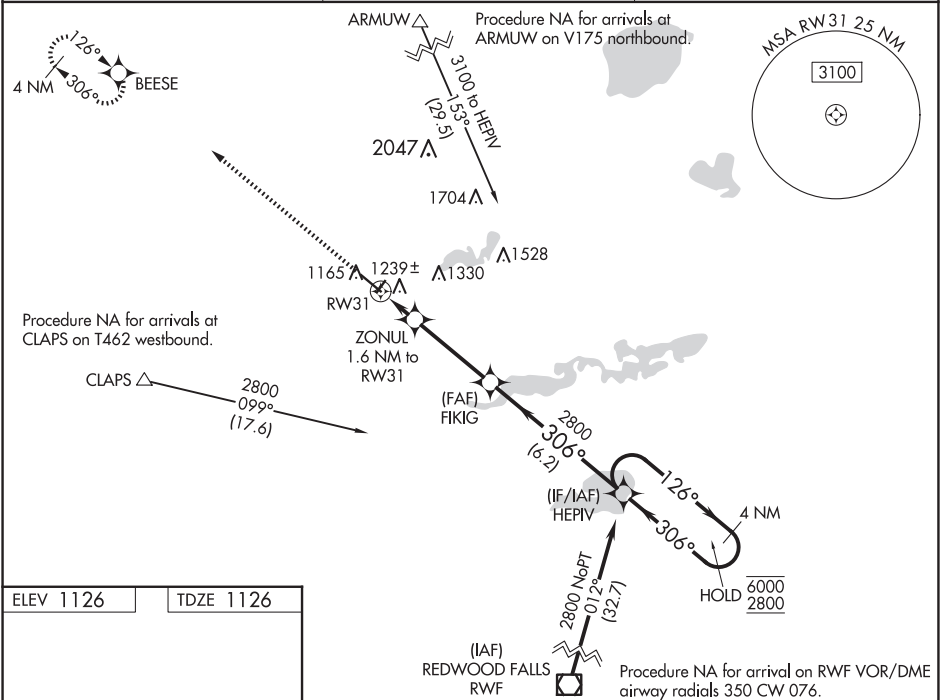
24025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>72632</b><br><b>W31A</b> | APP CRS<br><b>306°</b> | Rwy Idg<br>TDZE <b>1126</b><br>Apt Elev <b>1126</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 31**  
WILLMAR MUNI/JOHN L RICE FLD (BDH)

|                 |   |
|-----------------|---|
| RNP APCH - GPS. | MISSED APPROACH: Climb to 2800 direct BEESE and hold. |
|-----------------|---|

|                           |  |                               |
|---------------------------|--|-------------------------------|
| AWOS-3PT<br><b>118.75</b> | MINNEAPOLIS CENTER<br><b>125.5 323.1</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|---------------------------|--|-------------------------------|



|               |               |                       |             |        |                      |
|---------------|---------------|-----------------------|-------------|--------|----------------------|
| 2800          | BEESE         | ZONUL 1.6 NM to RWY31 | FIKIG 2800  | HEPIV  | 4 NM Holding Pattern |
| 1 NM to RWY31 | 1 NM to RWY31 | 1 NM to RWY31         | 3.5 NM      | 6.2 NM | GP 3.00° TCH 49      |
| 1             | 0.6           | 3.5                   | 6.2         |        |                      |
| CATEGORY      | A             | B                     | C           | D      |                      |
| LPV DA        |               | 1326-¾                | 200 (200-¾) |        |                      |
| RNAV/VNAV DA  |               | 1420-¾                | 294 (300-¾) |        |                      |
| RNAV MDA      |               | 1500-1                | 374 (400-1) |        |                      |

WILLMAR, MINNESOTA  
Amdt 2 25JAN24

45°07'N-95°08'W

WILLMAR MUNI/JOHN L RICE FLD (BDH)  
**RNAV (GPS) RWY 31**

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

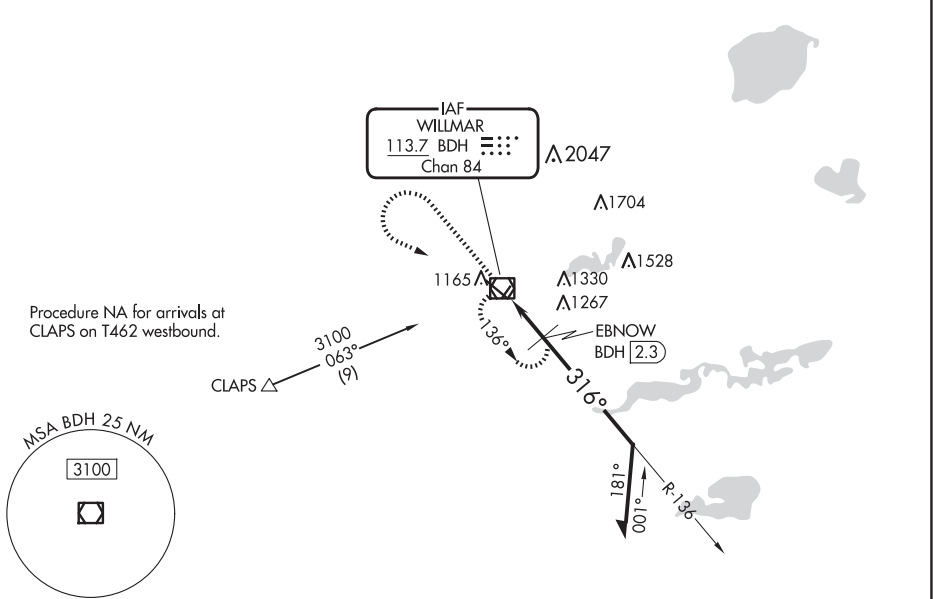
|   |                        |   |
|---|------------------------|---|
| VOR/DME BDH<br><b>113.7</b><br>Chan <b>84</b> | APP CRS<br><b>316°</b> | Rwy Idg <b>5500</b><br>TDZE <b>1126</b><br>Apt Elev <b>1126</b> |
|---|------------------------|---|

VOR RWY 31  
WILLMAR MUNI/JOHN L RICE FLD (BDH)

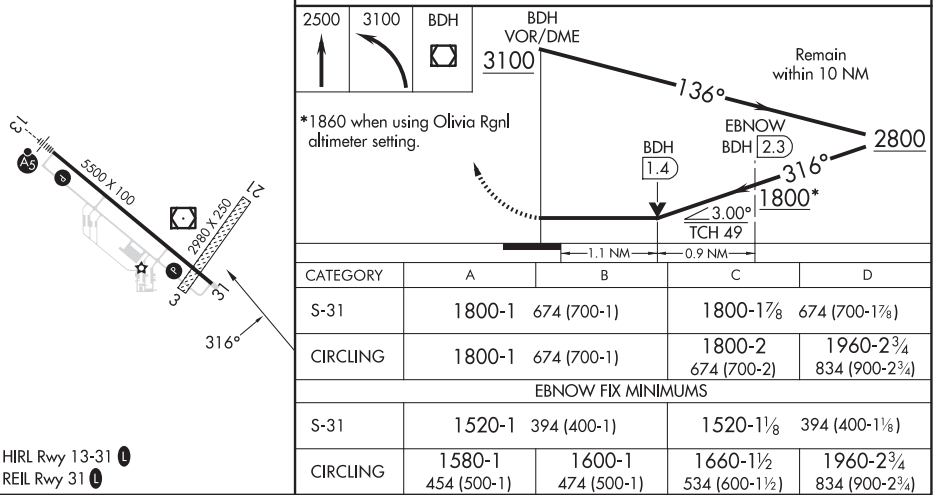
**⚠** Circling NA to Rwy 3 and 21. When local altimeter setting not received, use Olivia altimeter setting and increase all MDAs 60 feet and S-31 visibility Cat C and D ¼ SM; increase EBNOW fix minimums visibility Cat C and D ¼ SM, and Circling visibility Cat D ¼ SM. VDP NA when using Olivia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3100 direct BDH VOR/DME and hold, continue climb-in-hold to 3100.

|                           |  |  |
|---------------------------|--|--|
| AWOS-3PT<br><b>118.75</b> | MINNEAPOLIS CENTER<br><b>125.5 323.1</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b> |
|---------------------------|--|--|



|           |           |
|-----------|-----------|
| ELEV 1126 | TDZE 1126 |
|-----------|-----------|



NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

WINDOM, MINNESOTA

AL-5644 (FAA)

22363

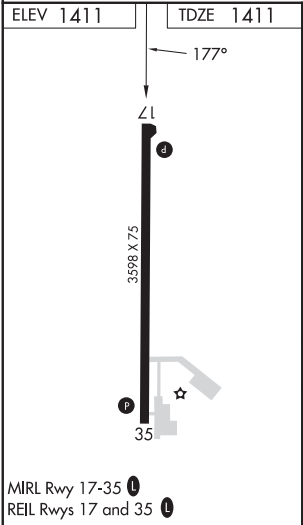
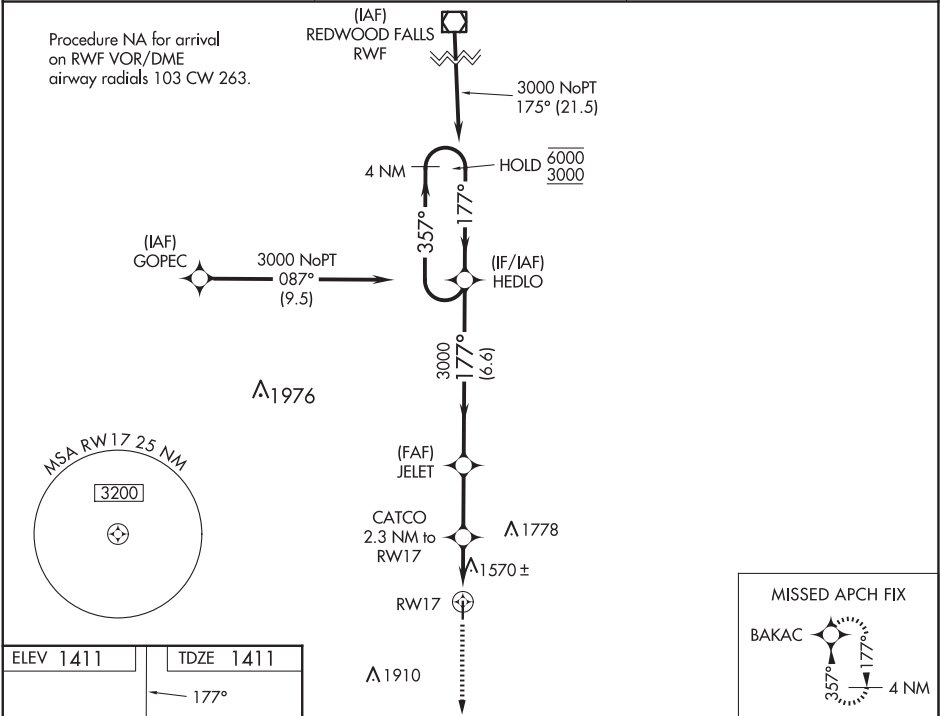
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>53742</b><br><b>W17A</b> | APP CRS<br><b>177°</b> | Rwy Idg<br>TDZE <b>1411</b><br>Apt Elev <b>1411</b> |
|--|------------------------|---|

RNAV (GPS) RWY 17

WINDOM MUNI (MWM)

|  |   |
|--|---|
| RNP APCH.<br>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.<br>▲ | MISSED APPROACH: Climb to 3100 direct BAKAC and hold. |
|--|---|

|                            |  |                        |
|----------------------------|--|------------------------|
| AWOS-3PT<br><b>119.325</b> | MINNEAPOLIS CENTER<br><b>127.1 290.2</b> | CTAF<br><b>122.9</b> 0 |
|----------------------------|--|------------------------|



|              |  |  |   |                      |
|--------------|--|--|---|----------------------|
| 3100 BAKAC   | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25). |  |   |                      |
| * LNAV only  | CATCO 2.3 NM to RW17   | JELET 3000                               | HEDLO   | 4 NM Holding Pattern |
| RW17         | * 1.2 NM to RW17   | 2180*                                    | 3000  | GP 3.00° TCH 40      |
| 1.2 NM       | 1.1 NM   | 2.6 NM                                   | 6.6 NM  |                      |
| CATEGORY     | A  | B  | C   | D                    |
| LPV DA       | 1661-1   | 250 (300-1)                              |   | NA                   |
| LNAV/VNAV DA | 1858-1 <sup>3</sup> / <sub>8</sub>                               | 447 (500-1 <sup>3</sup> / <sub>8</sub> ) |   | NA                   |
| LNAV MDA     | 1820-1   | 409 (500-1)                              | 1820-1 <sup>1</sup> / <sub>8</sub> 409 (500-1 <sup>1</sup> / <sub>8</sub> ) | NA                   |
| CIRCLING     | 1880-1 469 (500-1)   | 1900-1 489 (500-1)                       | 1920-1 <sup>1</sup> / <sub>2</sub> 509 (600-1 <sup>1</sup> / <sub>2</sub> ) | NA                   |

WINDOM, MINNESOTA  
Amdt 1B 15JUL21

43°55'N-95°07'W

WINDOM MUNI (MWM)

RNAV (GPS) RWY 17

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

WINDOM, MINNESOTA

AL-5644 (FAA)

23054

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>63242</b><br><b>W35A</b> | APP CRS<br><b>357°</b> | Rwy Idg <b>3598</b><br>TDZE <b>1411</b><br>Apt Elev <b>1411</b> |
|--|------------------------|---|

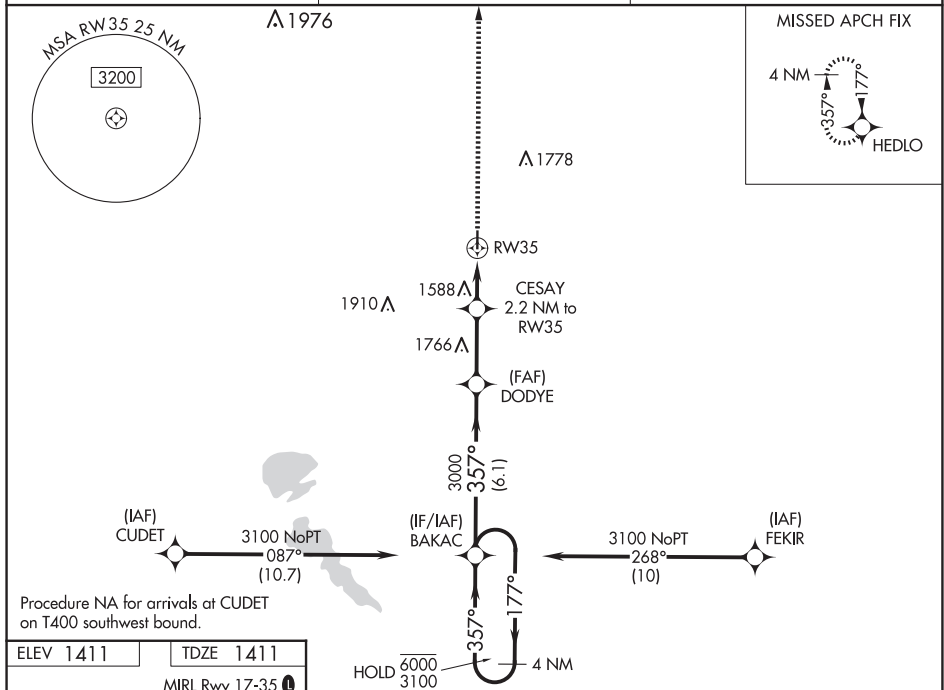
RNAV (GPS) RWY 35  
WINDOM MUNI (MWM)

RNP APCH - GPS.

**T** Rwy 35 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated  
**A** Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**MISSED APPROACH:** Climb to 3000 direct HEDLO and hold.

|                            |  |                        |
|----------------------------|--|------------------------|
| AWOS-3PT<br><b>119.325</b> | MINNEAPOLIS CENTER<br><b>127.1 290.2</b> | CTAF<br><b>122.9 0</b> |
|----------------------------|--|------------------------|



| CATEGORY          | A                     | B                     | C                       | D  |
|-------------------|-----------------------|-----------------------|-------------------------|----|
| LPV DA            | 1661-1 250 (300-1)    |                       |                         | NA |
| LNAV/VNAV DA      | 1672-1 261 (300-1)    |                       |                         | NA |
| LNAV MDA          | 1840-1                | 429 (500-1)           | 1840-1¼<br>429 (500-1¼) | NA |
| <b>C</b> CIRCLING | 1880-1<br>469 (500-1) | 1900-1<br>489 (500-1) | 1920-1½<br>509 (600-1½) | NA |

WINDOM, MINNESOTA

Amdt 1C 23FEB23

43°55'N-95°07'W

653

WINDOM MUNI (MWM)

## RNAV (GPS) RWY 35

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

WINNER, SOUTH DAKOTA

AL-5105 (FAA)

21056

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>61212</b><br><b>W13A</b> | APP CRS<br><b>129°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>2020</b><br><b>2032</b> |
|--|------------------------|-----------------------------|---|

# **RNAV (GPS) RWY 13** WINNER RGNL (ICR)

**⚠** DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Valentine altimeter setting. When local altimeter setting not received, use Valentine, NE altimeter setting and increase all DA/MDA 240 feet; increase LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats visibility 1 mile, LNAV Cat C visibility ¾ mile, Circling Cat B visibility ¾ mile and Cat C visibility 1 mile. Circling NA to Rwy 3 and 21.

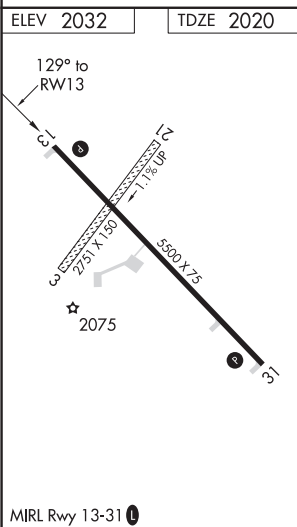
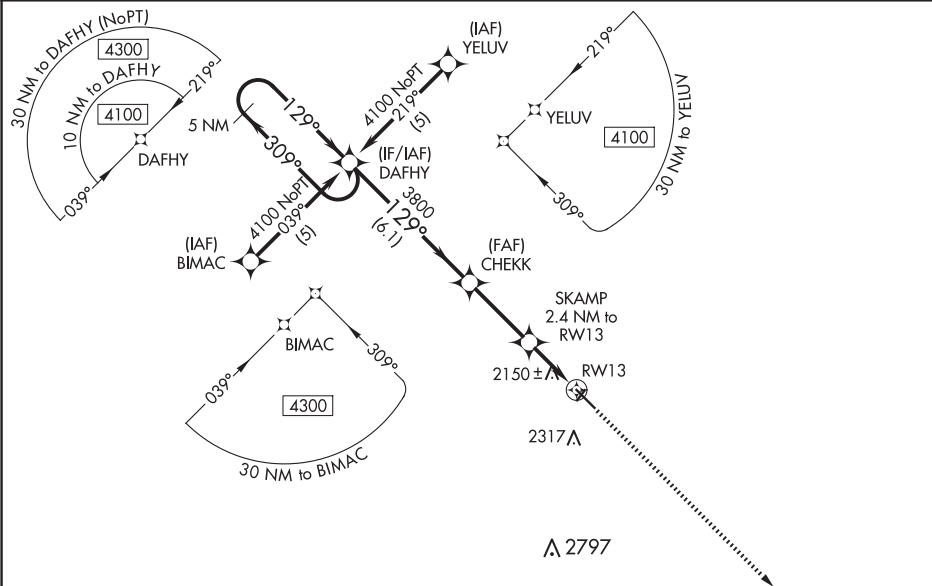
**MISSED APPROACH:** Climb to 4100 direct AGUFY and hold.

ASOS  
**126.775**

MINNEAPOLIS CENTER  
**125.1 269.1**

GCO  
**121.725**

UNICOM  
**122.8 (CTAF)** **0**



| ELEV 2032 TDZE 2020  |                       |                       |                         |
|--|-----------------------|-----------------------|-------------------------|
| <p>129° to RWY 13</p> <p>5 NM Holding Pattern</p> <p>4100 ← 309° → 129° →</p> <p>GP 3.00° TCH 38</p> <p>DAFHY</p> <p>CHEKK</p> <p>SKAMP 2.4 NM to RWY 13</p> <p>*1.4 NM to RWY 13</p> <p>RWY 13</p> <p>6.1 NM 3 NM 1 NM 1.4 NM</p> |                       |                       |                         |
| CATEGORY   | A                     | B                     | C                       |
| LPV DA   | 2270-1                | 250 (300-1)           | NA                      |
| LNAV/VNAV DA   | 2456-1½               | 436 (500-1½)          | NA                      |
| LNAV MDA   | 2480-1                | 460 (500-1)           | 2480-1¼<br>460 (500-1¼) |
| <b>C</b> CIRCLING  | 2580-1<br>548 (600-1) | 2680-1<br>648 (700-1) | 2680-1¾<br>648 (700-1¾) |

WINNER, SOUTH DAKOTA

Orig-C 23APR20

43°23'N-99°50'W

# **RNAV (GPS) RWY 13** WINNER RGNL (ICR)

NC-1, 12 JUN 2025 to 07 AUG 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>97612</b><br><b>W31A</b> | APP CRS<br><b>309°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>2025</b><br><b>2032</b> |
|--|------------------------|-----------------------------|---|

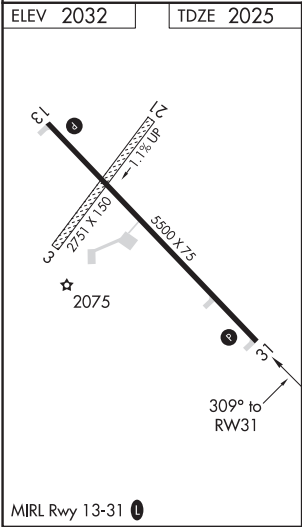
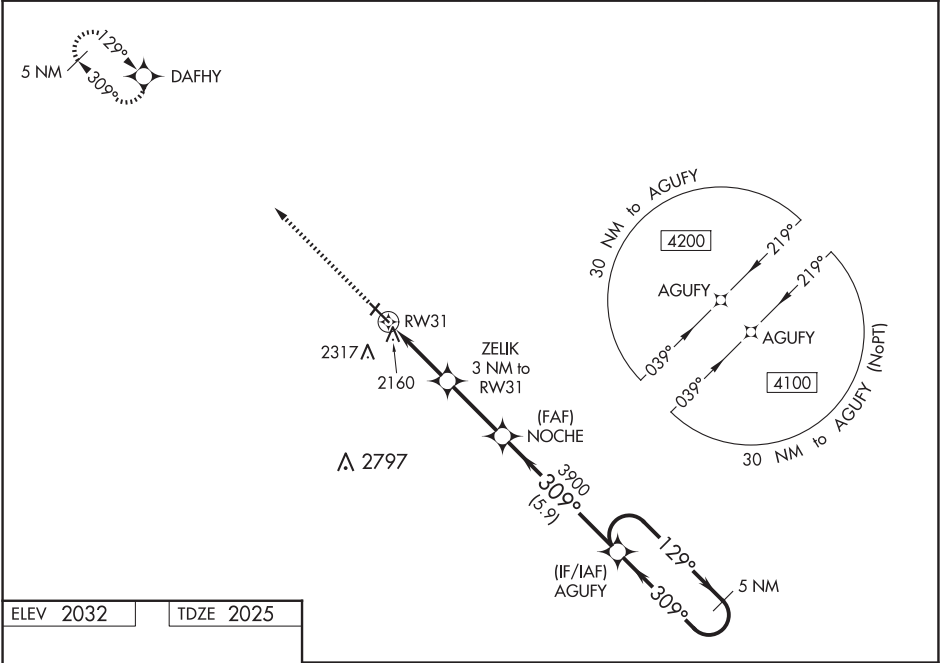
RNAV (GPS) RWY 31

WINNER RGNL (ICR)

**⚠** Circling NA to Rwy's 3 and 21. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24° C (-11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Valentine altimeter setting. When local altimeter setting not received, use Valentine, NE altimeter setting and increase LPV DA to 2514, LNAV/VNAV DA to 2549 and all visibilities  $\frac{7}{8}$  mile, increase all MDA 240 feet; increase Cat B visibility  $\frac{1}{4}$  mile and Cat C 1 mile.

**⚠** MISSED APPROACH: Climb to 4100 direct DAFHY and hold.

|                        |  |                       |                                 |
|------------------------|--|-----------------------|---------------------------------|
| ASOS<br><b>126.775</b> | MINNEAPOLIS CENTER<br><b>125.1 269.1</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|--|-----------------------|---------------------------------|



|                 |            |                       |  |                       |      |  |                         |        |
|-----------------|------------|-----------------------|--|-----------------------|------|--|-------------------------|--------|
| 4100<br>↑       | DAFHY<br>✱ |                       |  |                       |      | AGUFY  | 5 NM<br>Holding Pattern | 4100   |
| *LNAV only      |            | ZELIK<br>3 NM to RW31 |  | NOCHE<br>3900         | 309° |  | 129° →<br>← 309°        | 4100   |
| *1.1 NM to RW31 |            | 3000*                 |  | 3900                  |      |  |                         |        |
| RW31            |            | 1.1 NM                |  | 1.9 NM                |      | 2.8 NM   |                         | 5.9 NM |
|                 |            |                       |  |                       |      | GP 3.00°<br>TCH 32   |                         |        |
| CATEGORY        |            | A                     |  | B                     |      | C  |                         | D      |
| LPV             | DA         | 2275-1 250 (300-1)    |  |                       |      |  |                         | NA     |
| LNAV/<br>VNAV   | DA         | 2310-1 285 (300-1)    |  |                       |      |  |                         | NA     |
| LNAV            | MDA        | 2420-1 395 (400-1)    |  |                       |      | 2420-1 <sup>1</sup> / <sub>8</sub><br>395 (400-1 <sup>1</sup> / <sub>8</sub> ) |                         | NA     |
| CIRCLING        |            | 2580-1<br>548 (600-1) |  | 2680-1<br>648 (700-1) |      | 2680-1 <sup>3</sup> / <sub>4</sub><br>648 (700-1 <sup>3</sup> / <sub>4</sub> ) |                         | NA     |

WINONA, MINNESOTA

AL-5087 (FAA)

24305

|  |                        |   |
|--|------------------------|---|
| LOC/DME I-ONA<br><b>109.35</b><br>Chan <b>30</b> (Y) | APP CRS<br><b>300°</b> | Rwy Idg<br>TDZE <b>656</b><br>Apt Elev <b>656</b> |
|--|------------------------|---|

ILS Y or LOC Y RWY 30  
WINONA MUNI/MAX CONRAD FLD (ONA)

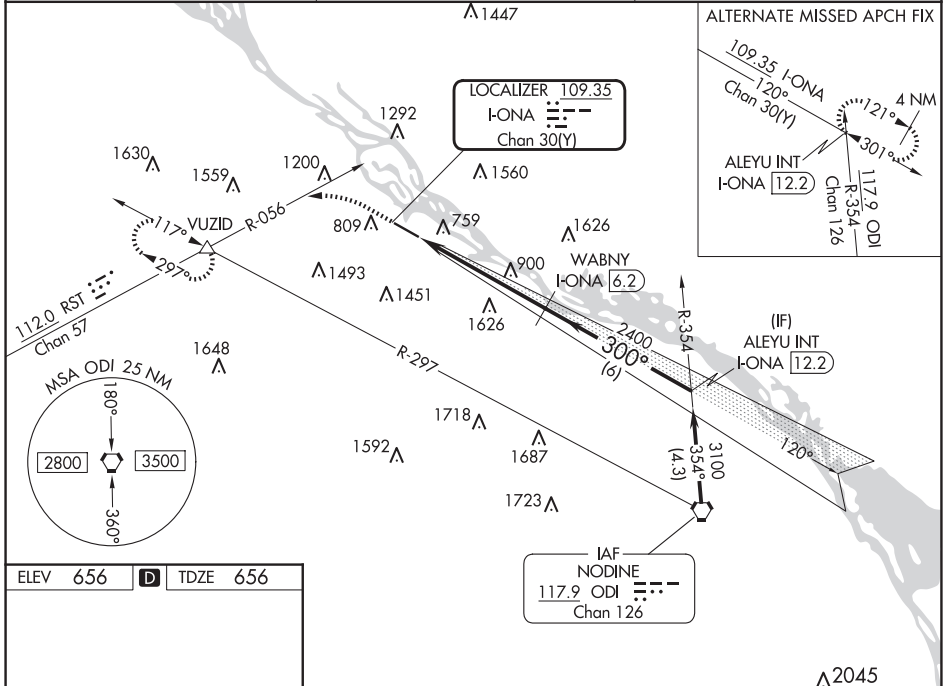
DME required.

VDP NA with La Crosse altimeter setting. When local altimeter setting not received, use La Crosse altimeter setting and increase S-ILS 30 DA to 1127 and all visibilities 1/8 mile, increase all MDA 60 feet, and visibility S-LOC 30 Cat C/D 1/8 mile, and Circling Cat B 1/4 mile. For inop ALS, increase S-ILS 30 all Cats visibility to 1 1/8 mile, increase S-LOC 30 Cats C/D visibility to 1 1/8 mile. For inop ALS when using La Crosse altimeter setting, increase S-ILS 30 all Cats visibility to 1 1/8 mile, increase S-LOC 30 Cats C/D visibility to 1 1/8 mile.

MALSR

MISSED APPROACH:  
Climb to 1800 then climbing left turn to 3000 on RST VOR/  
DME R-056 to VUZID INT and hold.

|                          |  |                               |
|--------------------------|--|-------------------------------|
| AWOS-3<br><b>118.075</b> | MINNEAPOLIS CENTER<br><b>128.6 363.0</b> | UNICOM<br><b>122.8</b> (CTAF) |
|--------------------------|--|-------------------------------|



ELEV 656 D TDZE 656

REIL Rwy 12  
MIRL Rwy 12-30

1800 3000 VUZID  
RST R-056

\*LOC only I-ONA 0.9 \*I-ONA 2.5

WABNY I-ONA 6.2 ALEYU INT I-ONA 12.2

2400 3100 300°

GS 3.00° TCH 50

| CATEGORY | A                           | B                           | C                        | D                    |
|----------|-----------------------------|-----------------------------|--------------------------|----------------------|
| S-ILS 30 | 1074-1 1/8 418 (500-1 1/8)  |                             |                          |                      |
| S-LOC 30 | 1220-1/2 564 (600-1/2)      |                             | 1220-1/4 564 (600-1 1/4) |                      |
| CIRCLING | 1560-1 1/4 904 (1000-1 1/4) | 1600-1 1/4 944 (1000-1 1/4) | 1780-3 1124 (1200-3)     | 1980-3 1324 (1400-3) |

WINONA, MINNESOTA  
Orig-B 11AUG22

44°05'N-91°43'W

WINONA MUNI/MAX CONRAD FLD (ONA)  
ILS Y or LOC Y RWY 30

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



|               |             |          |      |
|---------------|-------------|----------|------|
| LOC/DME I-ONA | APP CRS     | Rwy Idg  | 5199 |
| <b>109.35</b> | <b>300°</b> | TDZE     | 656  |
| Chan 30(Y)    |             | Apt Elev | 656  |

ILS Z or LOC Z RWY 30

WINONA MUNI/MAX CONRAD FLD (ONA)

RNAV 1-GPS or radar required for procedure entry. DME required.

RNAV-1 GPS required from MAP to ALEYU.

V

NA

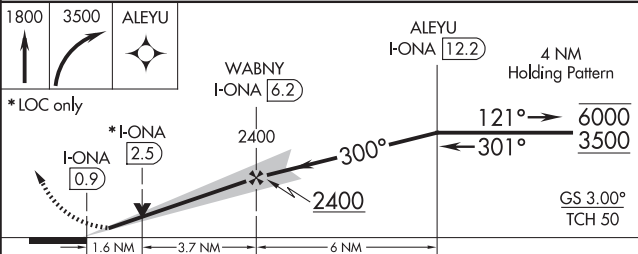
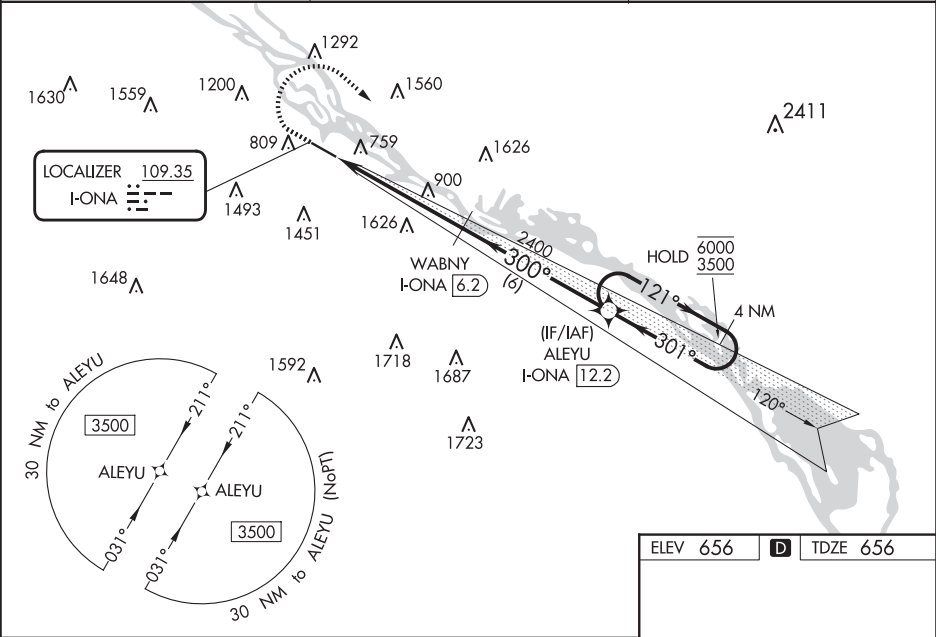
29°C

VDP NA with La Crosse altimeter setting. When local altimeter setting not received, use La Crosse altimeter setting and increase S-ILS 30 DA to 1064 and all visibilities ½ SM, increase all MDA 60 feet, and visibility S-LOC 30 Cat C/D ½ SM and Circling Cat B visibility ½ SM. For inop ALS, increase S-ILS 30 all Cats visibility to 1 ½ SM, and S-LOC 30 Cats C/D visibility to 1 ½ SM. For inop ALS when using La Crosse altimeter setting, increase S-ILS 30 all Cats visibility to 1 ½ SM, and increase S-LOC 30 Cats C/D visibility to 1 ¾ SM.

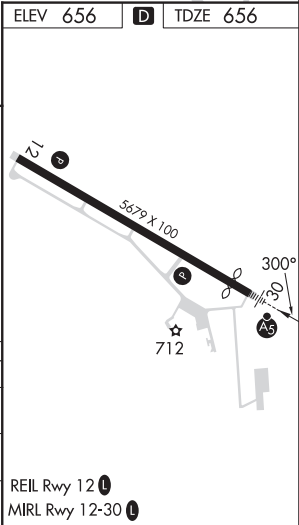
MALSR

MISSED APPROACH:  
Climb to 1800 then climbing right turn to 3500 direct ALEYU and hold.

|                          |  |                               |
|--------------------------|--|-------------------------------|
| AWOS-3<br><b>118.075</b> | MINNEAPOLIS CENTER<br><b>128.6 363.0</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------|--|-------------------------------|



| CATEGORY | A                     | B                     | C                    | D                    |
|----------|-----------------------|-----------------------|----------------------|----------------------|
| S-ILS 30 | 1053-¾ 397 (400-¾)    |                       |                      |                      |
| S-LOC 30 | 1220-½ 564 (600-½)    | 1220-1¼ 564 (600-1¼)  |                      |                      |
| CIRCLING | 1560-1¼ 904 (1000-1¼) | 1600-1¼ 944 (1000-1¼) | 1780-3 1124 (1200-3) | 1980-3 1324 (1400-3) |



WINONA, MINNESOTA


AL-5087 (FAA)

24305

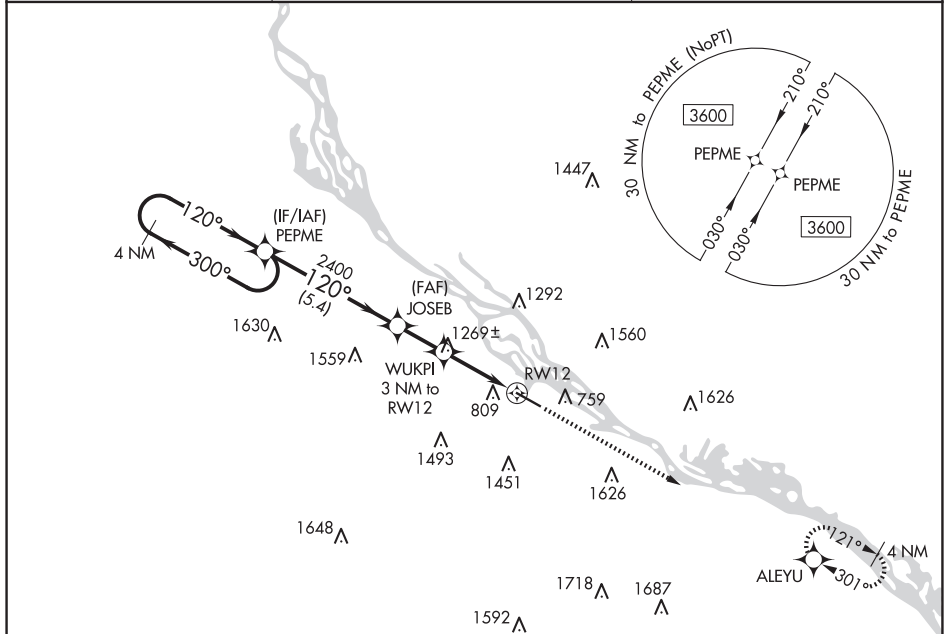
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5199 |
| 120°    | TDZE     | 656  |
|         | Apt Elev | 656  |

# RNAV (GPS) RWY 12

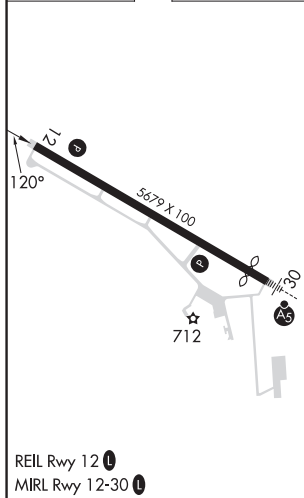
WINONA MUNI/MAX CONRAD FLD (ON A)




|  |   |
|--|---|
| <br>Rwy 12 helicopter visibility reduction below ¾ NA.<br>DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 3500 direct ALEYU and hold. |
|--|---|

|                   |                                   |  |
|-------------------|-----------------------------------|--|
| AWOS-3<br>118.075 | MINNEAPOLIS CENTER<br>128.6 363.0 | UNICOM<br>122.8 (CTAF)  |
|-------------------|-----------------------------------|--|



|          |   |          |
|----------|---|----------|
| ELEV 656 |  | TDZE 656 |
|----------|---|----------|



|  |                          |                          |                         |                         |   |   |
|--|--------------------------|--------------------------|-------------------------|-------------------------|---|---|
| VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 42).                             |                          |                          |                         |                         | 3500  | ALEYU   |
| 4 NM Holding Pattern   |                          |                          |                         |                         |  |  |
| 3600 ← 300° → 120° → 120° → 2400   |                          |                          |                         |                         | JOSEB   |   |
| 3.27° TCH 42   |                          |                          |                         |                         | WUKPI 3 NM to RW12  |   |
| 1740   |                          |                          |                         |                         | RW12  |   |
| 5.4 NM   |                          |                          |                         |                         | 1.9 NM  |   |
| 3 NM   |                          |                          |                         |                         |   |   |
| CATEGORY   | A                        | B                        | C                       | D                       |   |   |
| LNAV MDA   | 1520-1<br>864 (900-1)    | 1520-1¼<br>864 (900-1¼)  | 1520-2½<br>864 (900-2½) |                         |   |   |
|  CIRCLING | 1560-1¼<br>904 (1000-1¼) | 1580-1¼<br>924 (1000-1¼) | 1780-3<br>1124 (1200-3) | 1980-3<br>1324 (1400-3) |   |   |

WINONA, MINNESOTA  
Orig 22JUN17

44°05'N-91°43'W

WINONA MUNI/MAX CONRAD FLD (ON A)

# RNAV (GPS) RWY 12





NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025

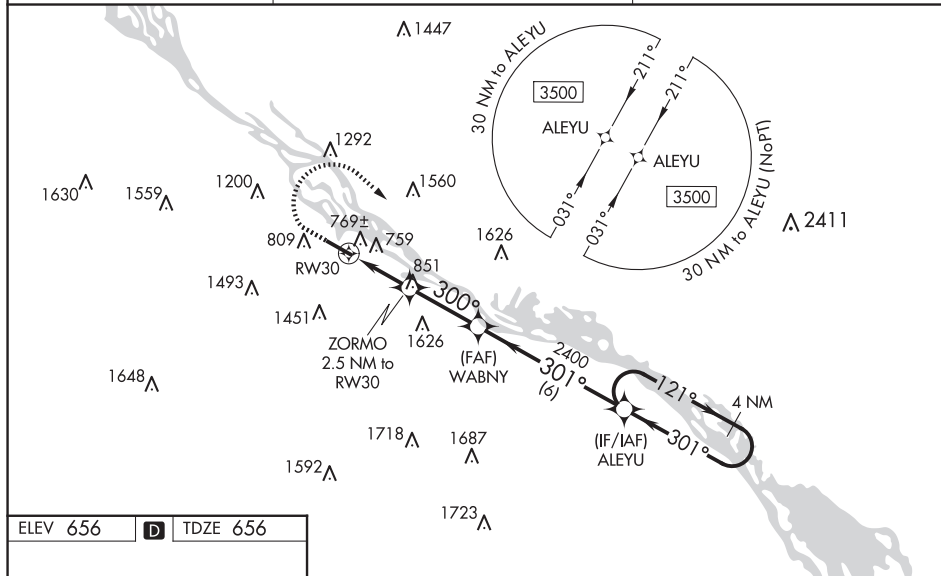
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>40329</b><br><b>W30A</b> | APP CRS<br><b>300°</b> | Rwy Idg <b>5199</b><br>TDZE <b>656</b><br>Apt Elev <b>656</b> |
|--|------------------------|---|

## RNAV (GPS) RWY 30

WINONA MUNI/MAX CONRAD FLD (ONA)

|  |  |  |   |
|--|--|--|---|
| <br><br><br>-29°C | <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.</p> <p>When local altimeter setting not received, use La Crosse altimeter setting and increase all LPV DA to 1064 feet and visibility ½ mile all Cats, all LNAV/VNAV DA to 1193 and visibility ½ mile all Cats, and all MDA 60 feet, increase LNAV Cat C/D and Circling Cat B visibility ¼ mile. For inop ALS, increase LPV all Cats visibility to 1½ mile. For inop ALS when using La Crosse altimeter setting, increase LPV all Cats visibility to 1½ mile, and LNAV Cats C/D visibility to 2 mile. Baro-VNAV and VDP NA when using La Crosse altimeter setting.</p> | <p>MALSR</p>  | <p>MISSED APPROACH:<br/>Climb to 1800 then climbing right turn to 3500 direct ALEYU and hold.</p> |
|--|--|--|---|

|                          |  |  |
|--------------------------|--|--|
| AWOS-3<br><b>118.075</b> | MINNEAPOLIS CENTER<br><b>128.6 363.0</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b> |
|--------------------------|--|--|



**ALEUY**

4 NM Holding Pattern

121° → 3500  
← 301°

GP 3.00°  
TCH 50

| CATEGORY          | A                        | B                        | C                       | D                       |
|-------------------|--------------------------|--------------------------|-------------------------|-------------------------|
| LPV DA            | 1011-¾                   | 355 (400-¾)              |                         |                         |
| LNAV/VNAV DA      | 1140-1½                  | 484 (500-1½)             |                         |                         |
| LNAV MDA          | 1280-½                   | 624 (700-½)              | 1280-1⅓                 | 624 (700-1⅓)            |
| <b>C</b> CIRCLING | 1560-1¼<br>904 (1000-1¼) | 1600-1¼<br>944 (1000-1¼) | 1780-3<br>1124 (1200-3) | 1980-3<br>1324 (1400-3) |

REIL Rwy 12 **L**  
MIRL Rwy 12-30 **L**

WORTHINGTON, MINNESOTA

AL-5209 (FAA)

22251

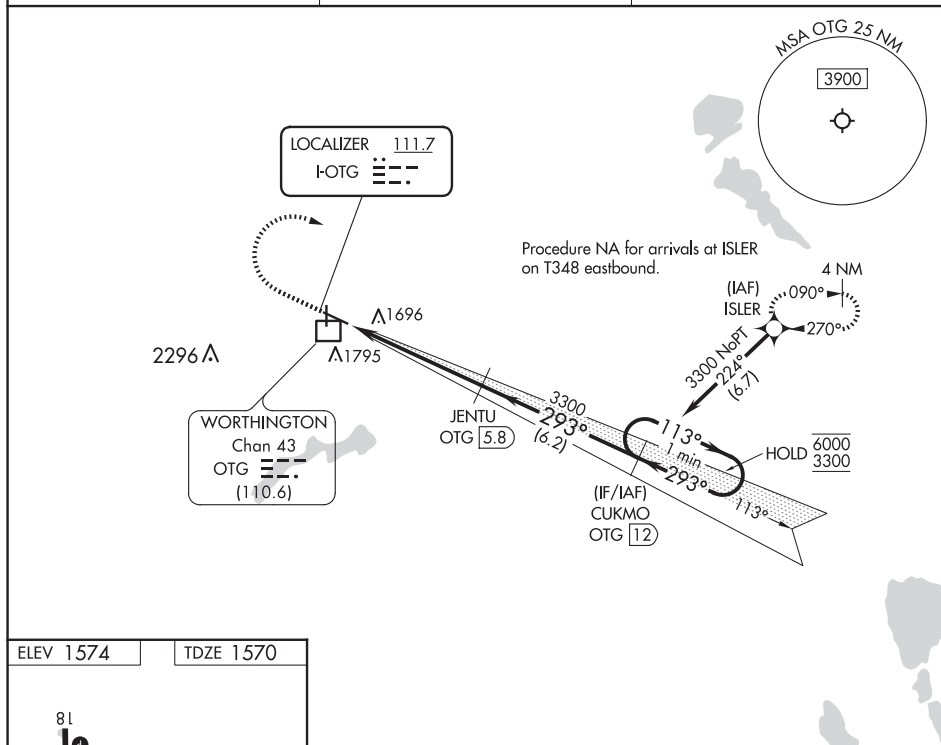
|                           |                        |  |
|---------------------------|------------------------|--|
| LOC I-OTG<br><b>111.7</b> | APP CRS<br><b>293°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>5500</b><br><b>1570</b><br><b>1574</b> |
|---------------------------|------------------------|--|

# ILS or LOC RWY 29

## WORTHINGTON MUNI (OTG)

|   |       |  |
|---|-------|--|
| DME required for LOC only. RNP APCH-GPS.  | MALSR | MISSED APPROACH: Climb to 2500 then climbing right turn to 3300 direct ISLER and hold. |
| Autopilot coupled approach NA below 1770. |       |  |

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>121.075</b> | MINNEAPOLIS CENTER<br><b>132.05 317.4</b> | UNICOM<br><b>122.8 (CTAF) 1</b> |
|----------------------------|---|---------------------------------|



|   |           |  |  |  |  |
|---|-----------|--|--|--|--|
| ELEV 1574   | TDZE 1570 |  |  |  |  |
|   |           |  |  |  |  |
| MRL Rwy 18-36 1<br>HIRL Rwy 11-29 1<br>REIL Rws 11, 18, and 36 1<br>FAF to MAP 5.3 NM |           | CATEGORY A B C D<br>S-ILS 29 1770-1/2 200 (200-1/2)<br>S-LOC 29 2000-1/2 430 (500-1/2) 2000-3/4 430 (500-3/4)<br>CIRCLING 2100-1 526 (600-1) 2100-1 1/2 526 (600-1 1/2) 2320-2 1/2 746 (800-2 1/2) |  |  |  |
| Knots 60 90 120 150 180<br>Min:Sec 5:18 3:32 2:39 2:07 1:46                           |           | One Minute Holding Pattern<br>GS 3.00°<br>TCH 43   |  |  |  |

WORTHINGTON, MINNESOTA

Amdt 2 27JAN22

43°39'N-95°35'W

# WORTHINGTON MUNI (OTG)

## ILS or LOC RWY 29

WAAS

CH **58230**

**W11A**

APP CRS

**113°**

Rwy Idg

**5500**

TDZE

**1574**

Apt Elev

**1574**

**RNAV (GPS) RWY 11**

WORTHINGTON MUNI (OTG)

RNP APCH - GPS.

▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.

MISSED APPROACH: Climb to 3300 direct CUKMO and hold.

AWOS-3PT

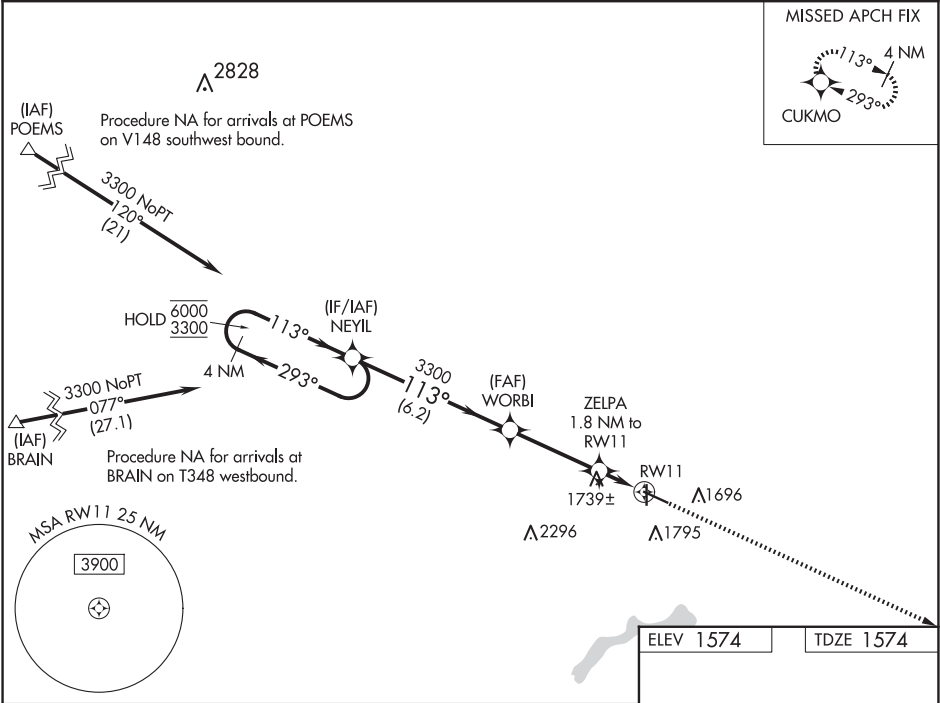
**121.075**

MINNEAPOLIS CENTER

**132.05 317.4**

UNICOM

**122.8 (CTAF)**



4 NM Holding Pattern

NEYL

WORBI

3300

ZELPA 1.8 NM to RW11

3300

CUKMO

1.2 NM to RW11

RW11

2180

6000

3300

293°

113°

113°

3300

GP 3.00°

TCH 42

6.2 NM

3.5 NM

0.6

1.2 NM

| CATEGORY     | A                  | B                    | C                    | D |
|--------------|--------------------|----------------------|----------------------|---|
| LPV DA       | 1824-1             | 250 (300-1)          |                      |   |
| LNAV/VNAV DA | 1826-1             | 252 (300-1)          |                      |   |
| LNAV MDA     | 2000-1 426 (500-1) | 2000-1¼ 426 (500-1¼) |                      |   |
| CIRCLING     | 2100-1 526 (600-1) | 2100-1½ 526 (600-1½) | 2320-2½ 746 (800-2½) |   |

ELEV 1574

TDZE 1574

81

113°

5300 X 100

4200 X 75

36

1629

MIRL Rwy 18-36

HIRL Rwy 11-29

REIL Rws 11, 18, and 36

WORTHINGTON, MINNESOTA

AL-5209 (FAA)

23054

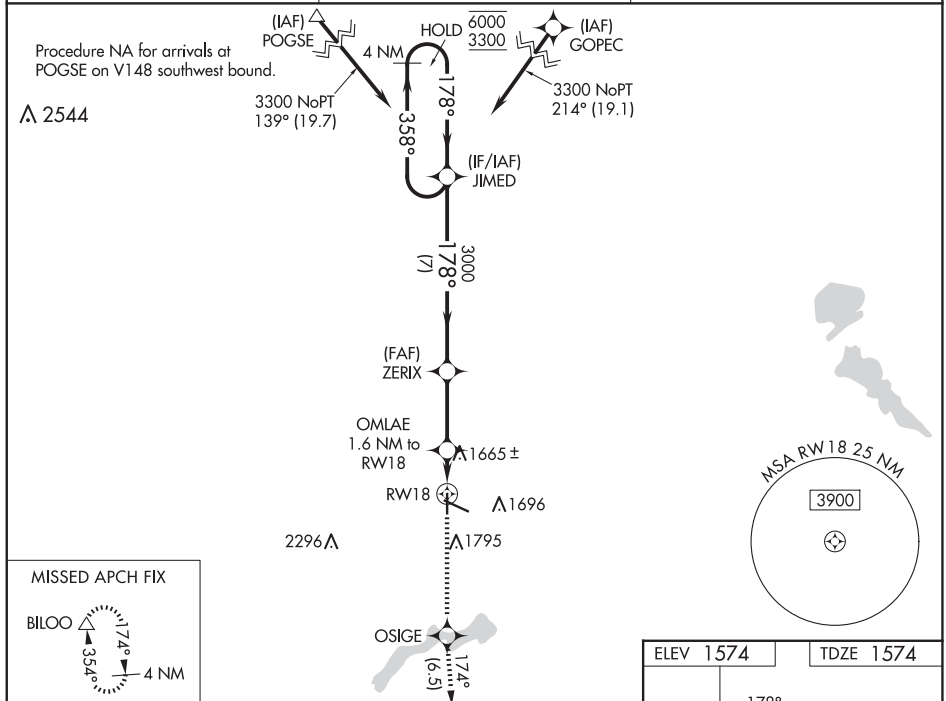
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>93830</b><br><b>W18A</b> | APP CRS<br><b>178°</b> | Rwy Idg<br>TDZE <b>1574</b><br>Apt Elev <b>1574</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 18

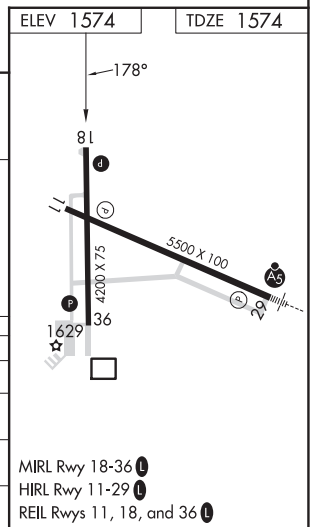
WORTHINGTON MUNI (OTG)

|   |  |
|---|--|
| RNP APCH-GPS.   | MISSED APPROACH: Climb to 3300 direct OSIGE and on track 174° to BILOO and hold. |
| ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA<br>▲ below -25°C or above 54°C. |  |

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>121.075</b> | MINNEAPOLIS CENTER<br><b>132.05 317.4</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|---|---------------------------------|



|                      |                    |             |                         |                         |       |
|----------------------|--------------------|-------------|-------------------------|-------------------------|-------|
| 4 NM Holding Pattern | JIMED              | 3300        | OSIGE                   | tr 174°                 | BILOO |
| 6000 ← 358°          | 178° →             | 3000        | OMLAE 1.6 NM to RW18    | 1 NM to RW18            | RW18  |
| GP 3.00°             | TCH 30             | 2100        |                         |                         |       |
|                      | 7 NM               | 2.8 NM      | 0.6                     | 1 NM                    |       |
| CATEGORY             | A                  | B           | C                       | D                       |       |
| LPV DA               | 1774-1 200 (200-1) |             |                         |                         |       |
| LNAV/VNAV DA         | 1824-1 250 (300-1) |             |                         |                         |       |
| LNAV MDA             | 1920-1 346 (400-1) |             |                         |                         |       |
| CIRCLING             | 2100-1             | 526 (600-1) | 2100-1½<br>526 (600-1½) | 2320-2½<br>746 (800-2½) |       |



WORTHINGTON, MINNESOTA

Amdt 1A 23FEB23

43°39'N-95°35'W

# WORTHINGTON MUNI (OTG)

## RNAV (GPS) RWY 18

WORTHINGTON, MINNESOTA

AL-5209 (FAA)

22251

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>45930</b><br><b>W29A</b> | APP CRS<br><b>293°</b> | Rwy Idg <b>5500</b><br>TDZE <b>1570</b><br>Apt Elev <b>1574</b> |
|--|------------------------|---|

RNAV (GPS) RWY 29  
WORTHINGTON MUNI (OTG)

RNP APCH-GPS.



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to  $\frac{7}{8}$  SM.

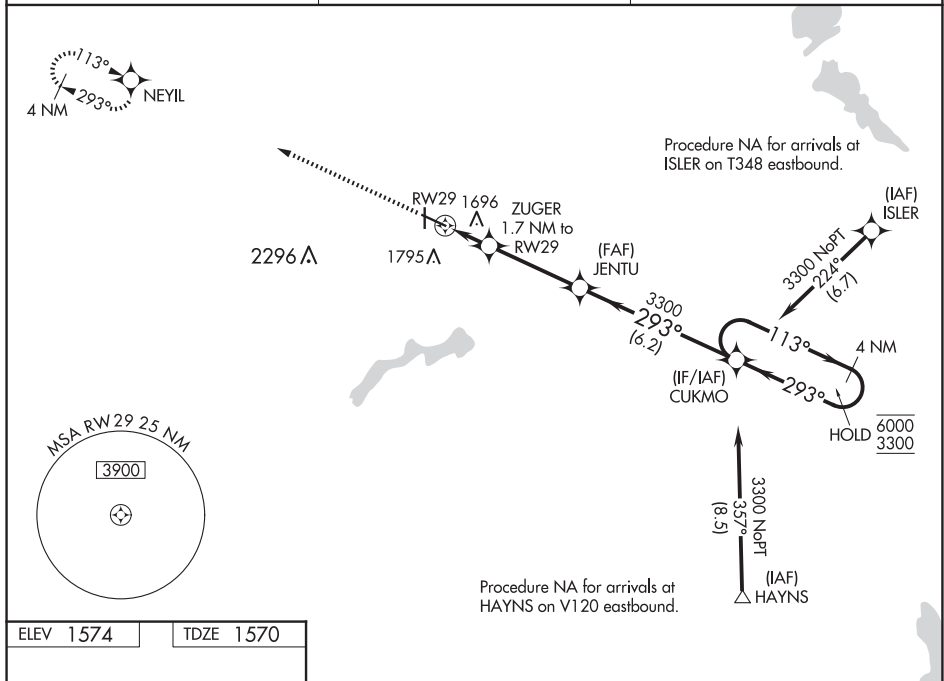
MALSR



**MISSED APPROACH:** Climb to 3300 direct NEYIL and hold.

AWOS-3PT  
121.075

MINNEAPOLIS CENTER  
132.05 317.4

UNICOM  
122.8 (CTAF) 

MIRMIR Rwy 18-36  
HIRL Rwy 11-29  
REIL Rws 11, 18, and 36

| CATEGORY          | A      | B           | C                       | D                       |
|-------------------|--------|-------------|-------------------------|-------------------------|
| LPV DA            |        | 1770-½      | 200 (200-½)             |                         |
| LNAV/VNAV DA      |        | 1867-½      | 297 (300-½)             |                         |
| LNAV MDA          | 1960-½ | 390 (400-½) | 1960-⅝                  | 390 (400-⅝)             |
| <b>C</b> CIRCLING | 2100-1 | 526 (600-1) | 2100-1½<br>526 (600-1½) | 2320-2½<br>746 (800-2½) |

WORTHINGTON, MINNESOTA

Amdt 1 27JAN22

43°39'N-95°35'W

WORTHINGTON MUNI (OTG)  
RNAV (GPS) RWY 29

663

NC-1, 12 JUN 2025 to 07 AUG 2025

WORTHINGTON, MINNESOTA

AL-5209 (FAA)

22251

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99329</b><br><b>W36A</b> | APP CRS<br><b>358°</b> | Rwy Idg <b>4200</b><br>TDZE <b>1574</b><br>Apt Elev <b>1574</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 36

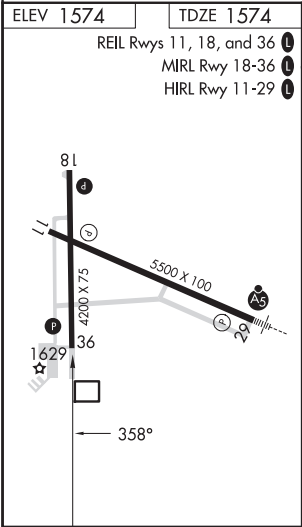
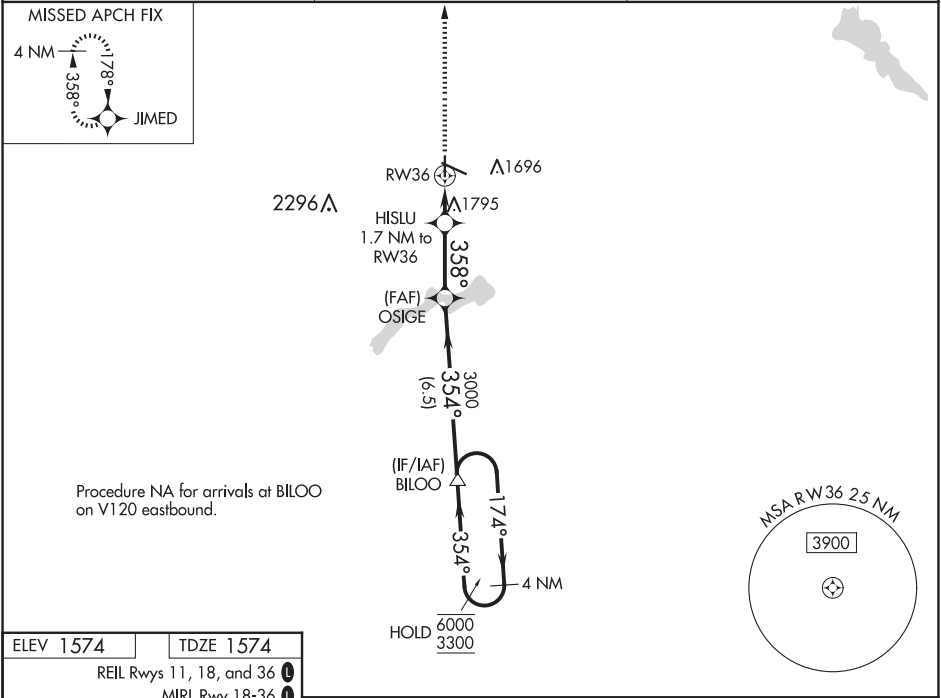
WORTHINGTON MUNI (OTG)

RNP APCH-GPS.

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 3300 direct JIMED and hold.

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>121.075</b> | MINNEAPOLIS CENTER<br><b>132.05 317.4</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|---|---------------------------------|



|              |                      |             |                         |                         |                            |
|--------------|----------------------|-------------|-------------------------|-------------------------|----------------------------|
|              | 3300                 | JIMED       | OSIGE                   | BILOO                   | 4 NM Holding Pattern       |
|              |                      |             | HISLU 1.7 NM to RW36    | 3000                    | 174° → 6000<br>← 354° 3300 |
|              |                      |             | 2140                    | 3000                    | GP 3.00°<br>TCH 30         |
|              | 1.7 NM               | 2.7 NM      | 6.5 NM                  |                         |                            |
| CATEGORY     | A                    | B           | C                       | D                       |                            |
| LPV DA       | 1824-1 250 (300-1)   |             |                         |                         |                            |
| LNAV/VNAV DA | 2104-1½ 530 (600-1½) |             |                         |                         |                            |
| LNAV MDA     | 2060-1               | 486 (500-1) | 2060-1⅔                 | 486 (500-1⅔)            |                            |
| CIRCLING     | 2100-1               | 526 (600-1) | 2100-1½<br>526 (600-1½) | 2320-2½<br>746 (800-2½) |                            |

NC-1, 12 JUN 2025 to 07 AUG 2025

NC-1, 12 JUN 2025 to 07 AUG 2025



LOC I-YKN  
**109.5**

APP CRS  
**317°**

Rwy Ldg  
TDZE  
Apt Elev  
**6094**  
**1285**  
**1306**

ILS or LOC RWY 31  
CHAN GURNEY MUNI (YKN)

RNP APCH - GPS.

DME required for LOC only. RADAR required for procedure entry.

NA

Circling NA east of Rwy 20 and northeast of Rwy 31. DME from YKN DME. DME use requires simultaneous reception of I-YKN and YKN DME. For inop ALS, increase S-LOC 31 Cat C/D visibility to 2½ SM and increase ZIMUK fix minimums S-LOC 31 Cat C/D visibility to ¾ SM. \* DME from YKN DME.

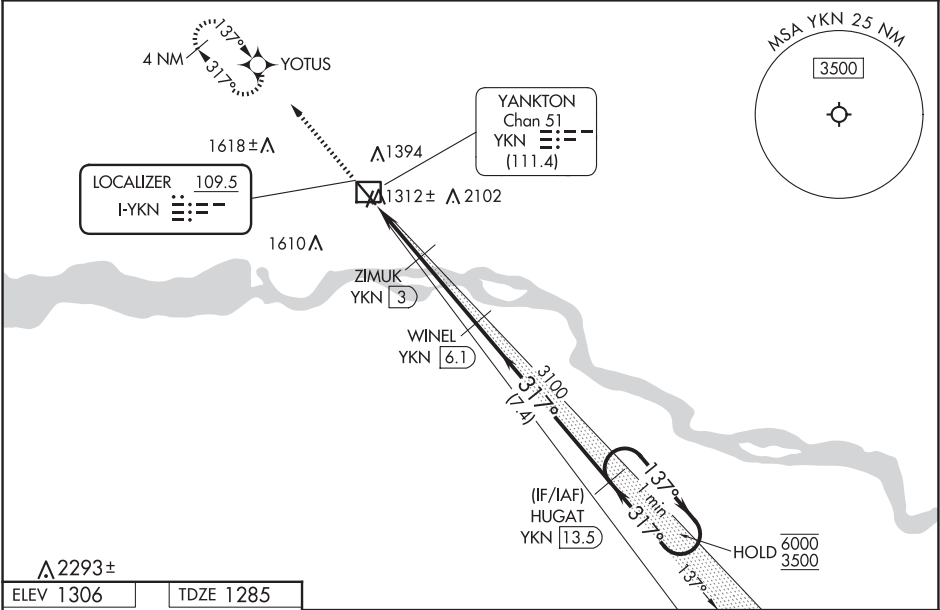
MALSR

MISSED APPROACH: Climb to 3500 direct YOTUS and hold, continue climb-in-hold to 3500.

AWOS-3PT  
**119.05**

MINNEAPOLIS CENTER  
**125.025 235.625**

UNICOM  
**122.8 (CTAF)**



ELEV 1306

TDZE 1285

REIL Rwy 13

HIRL Rwy 13-31

MIRL Rwy 2-20

3500

YOTUS

WINEL YKN 6.1

ZIMUK YKN 3

HUGAT YKN 13.5

YKN 0.5

YKN 1.2

3100

2100

0.8 NM

1.8 NM

3.1 NM

7.4 NM

137°

317°

6000

3500

GS 3.00°

TCH 51

One Minute Holding Pattern

| CATEGORY            | A                     | B                       | C                     | D                       |
|---------------------|-----------------------|-------------------------|-----------------------|-------------------------|
| S-ILS 31            | 1485-½ 200 (200-½)    |                         |                       |                         |
| S-LOC 31            | 2100-½<br>815 (800-½) | 2100-¾<br>815 (800-¾)   | 2100-1⅞               | 815 (800-1⅞)            |
| CIRCLING            | 2100-1<br>794 (800-1) | 2100-1¼<br>794 (800-1¼) | 2100-2½               | 794 (800-2½)            |
| ZIMUK FIX MINIMUMS* |                       |                         |                       |                         |
| S-LOC 31            | 1560-½ 275 (300-½)    |                         |                       |                         |
| CIRCLING            | 1760-1<br>454 (500-1) | 1780-1<br>474 (500-1)   | 1980-2<br>674 (700-2) | 1980-2¼<br>674 (700-2¼) |

YANKTON, SOUTH DAKOTA

AL-5235 (FAA)

25163

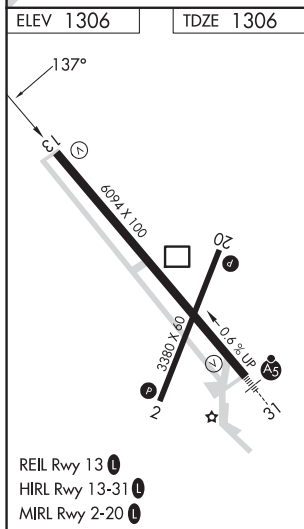
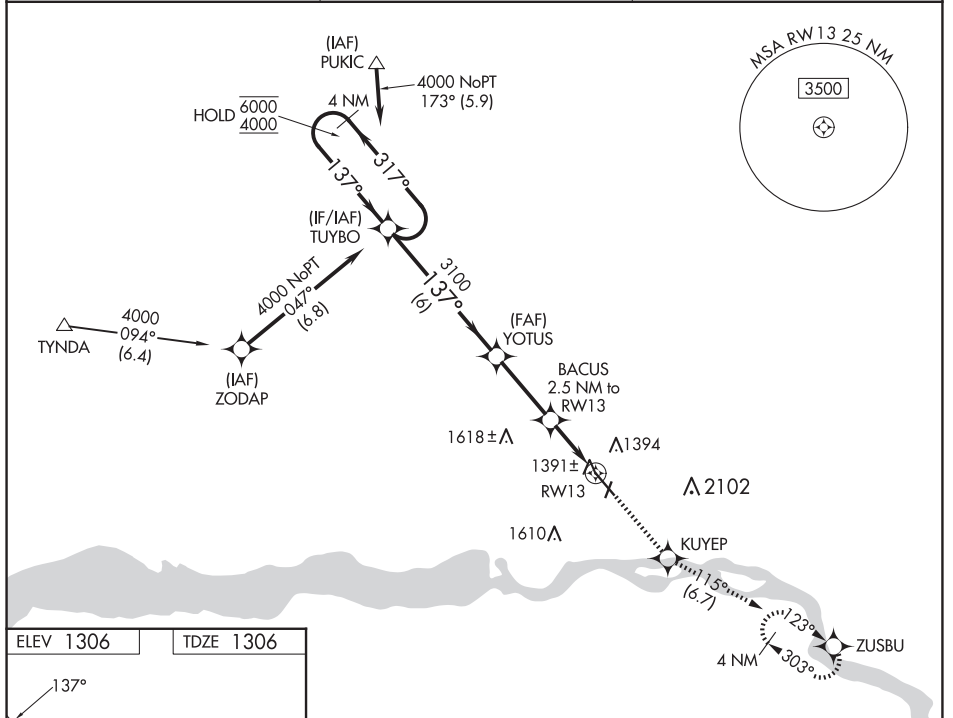
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>50400</b><br><b>W13A</b> | APP CRS<br><b>137°</b> | Rwy Ldg<br>TDZE <b>1306</b><br>Apt Elev <b>1306</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 13

CHAN GURNEY MUNI (YKN)

|  |  |
|--|--|
| RNP APCH - GPS.  | MISSED APPROACH: Climb to 4000 direct KUYEP and on track 115° to ZUSBU and hold, continue climb-in-hold to 4000. |
| ▼ Circling NA east of Rwy 20 and northeast of Rwy 31.<br>▲ Rwy 13 helicopter visibility reduction below ¾ SM NA. |  |

|                           |  |                                 |
|---------------------------|--|---------------------------------|
| AWOS-3PT<br><b>119.05</b> | MINNEAPOLIS CENTER<br><b>125.025 235.625</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|---------------------------|--|---------------------------------|



|  |                       |                       |                       |
|--|-----------------------|-----------------------|-----------------------|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41). |                       |                       |                       |
| 4 NM Holding Pattern   | TUYBO                 | YOTUS                 | KUYEP                 |
| 6000<br>4000   | 3100                  | 3100                  | 2140                  |
| GP 3.00°<br>TCH 45   | 6 NM                  | 3 NM                  | 1.5 NM                |
| CATEGORY   | A                     | B                     | C                     |
| LPV DA   | 1556-¾                | 250 (300-¾)           |                       |
| LNAV MDA   | 1660-1                | 354 (400-1)           |                       |
| CIRCLING   | 1760-1<br>454 (500-1) | 1780-1<br>474 (500-1) | 1980-2<br>674 (700-2) |

YANKTON, SOUTH DAKOTA  
Amdt 1B 20APR23

42°55'N-97°23'W

# RNAV (GPS) RWY 13

NC-1, 12 JUN 2025 to 07 AUG 2025



INTENTIONALLY  
LEFT  
BLANK

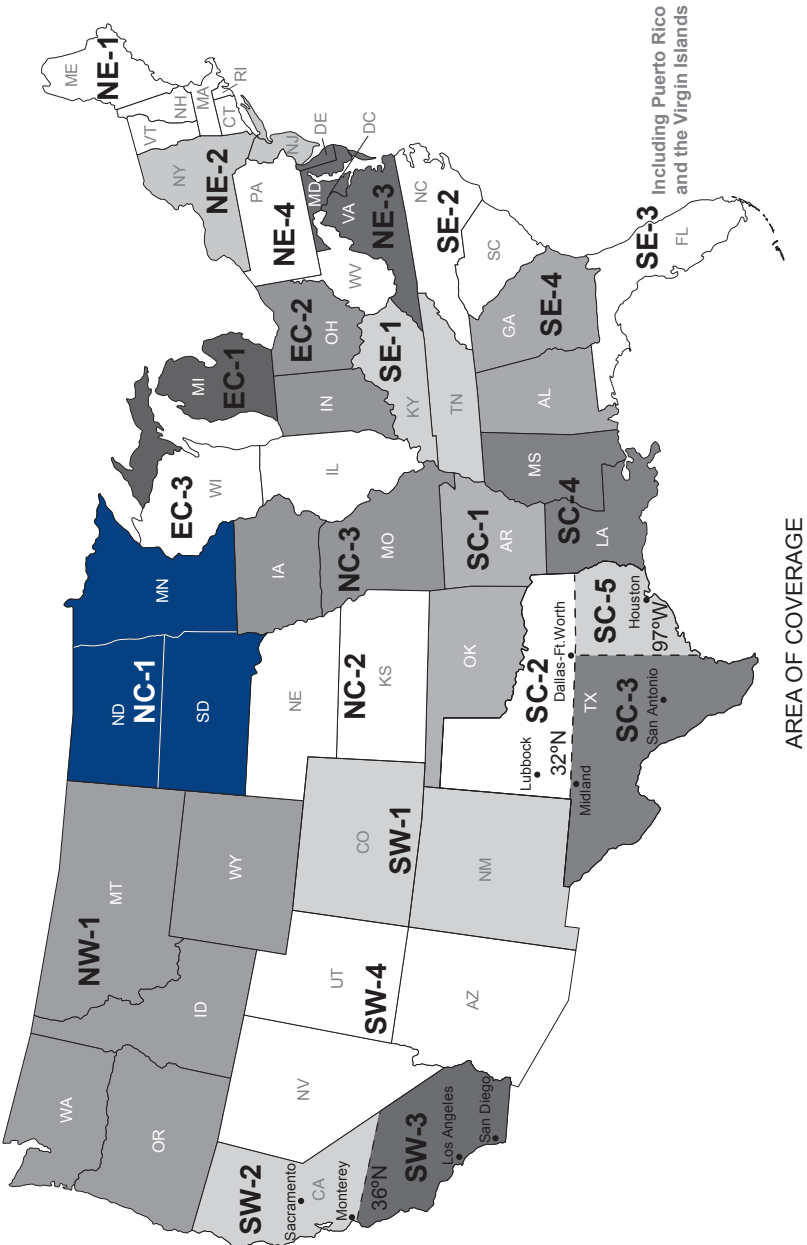
INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

U.S. TERMINAL PUBLICATION VOLUMES



FAA Product ID: BTPPNC1



NSN 7641015059577

NGA REF. NO. OK-10-2859 TERMXFAABTTPPNC1



EFF. DATE 25163