Federal Aviation Administration

TM

U.S. Terminal Procedures Publication

North Central (NC) Vol 1 of 3

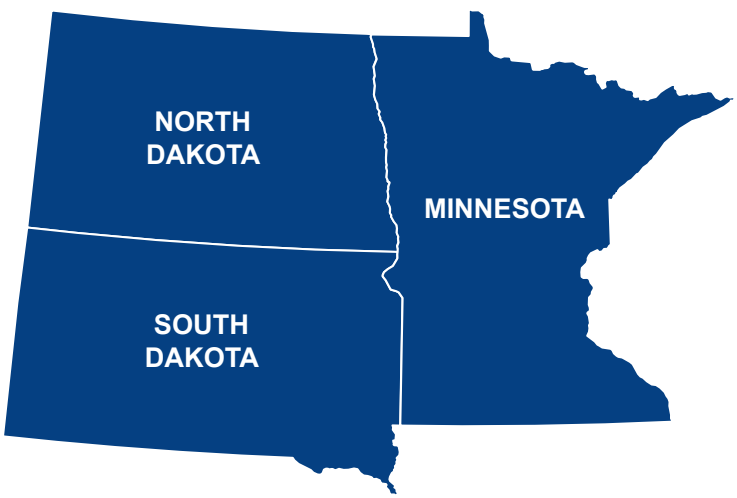
Effective: 0901Z

07 AUG 2025

to: 0901Z

02 OCT 2025

Consult the Change Notice (CN) effective 04 SEP 2025 for revised Instrument Procedure Charts for this volume



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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/

For inquiries regarding military charts, please contact **aerohelp@nga.mil**

FOR PROCUREMENT:
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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

INOP COMPONENTS 25051

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†/2000*/2200*

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000† 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, MALS, 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

INOP COMPONENTS 25051

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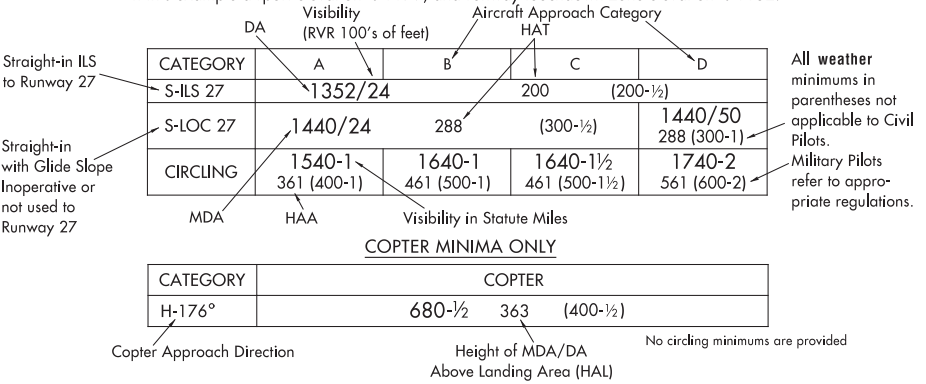
TERMS/LANDING MINIMA DATA 20142

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.



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/

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.

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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/ MDA-VIS	HAT HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT 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)

Visibility (RVR 100's of feet)

Visibility in Statute Miles

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

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".

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

TERMS/LANDING MINIMA DATA 25163

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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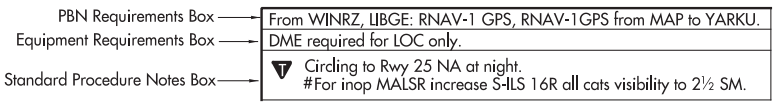
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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).

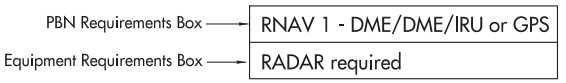
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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 contolled lighting, e.g., (A1), (V)

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

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

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

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ABBREVIATIONS 25107

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

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ABBREVIATIONS 25107

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

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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

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LEGEND 23334

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

ROUTES

Procedure Track

Feeder Route

Missed Approach

Visual Flight Path

165°
345°
Procedure Turn
(Type degree and point of turn optional)

Minimum Route Altitude → 3100 NoPT to LOM
045°
Mileage → (14.2)

HOLDING PATTERNS

Hold-in-lieu of Procedure Turn

HOLD 10000 / 8000
090° (IAS) 270°
4 NM

HOLD 10000 / 8000
090° 1 min 270°

Missed Approach
090° 270°

Arrival
HOLD 8000
090° 270°

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

Reporting Point

Waypoint

MAP WP (Flyby)

MAP WP (Flyover)

GLGHR INT Intersection

MYLES I-LVF 14.9 (Distance From Facility)

DME

Flyover Point

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

R-198 → Radial line and value

LR-198 → Lead Radial

LB-198 → Lead Bearing

ALTITUDES

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

INDICATED AIRSPEED

175K	120K	250K	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

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.

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

Localizer Back Course
Left side shading- Back Course

SDF Course

LOC/LDA/SDF Transmitter LOC/DME
(shown when installation is offset from its normal postion off the end of the runway.)

Primary NAVAID
LIMA
114.5 LIM
Chan 92

Secondary NAVAID
LOM
AKRON
362 AK

TACAN or DME NAVAID
SCOTT
Chan 59
SKE
(112.2)
VHF Paired Frequency

LEGEND 23334

NC-1, 07 AUG 2025 to 02 OCT 2025

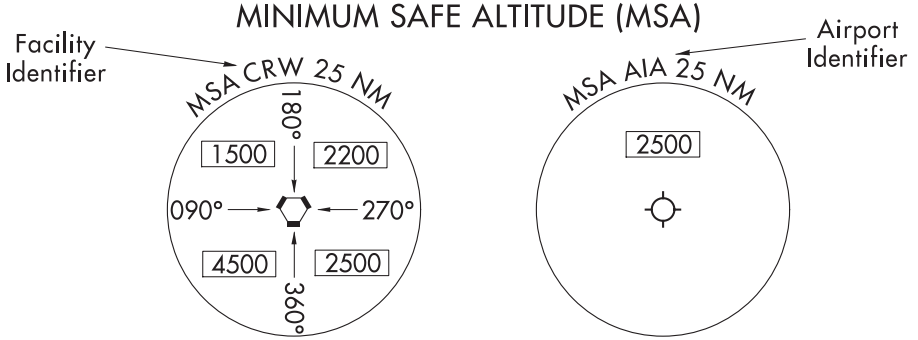
NC-1, 07 AUG 2025 to 02 OCT 2025

LEGEND 23110

INSTRUMENT APPROACH PROCEDURES (CHARTS)

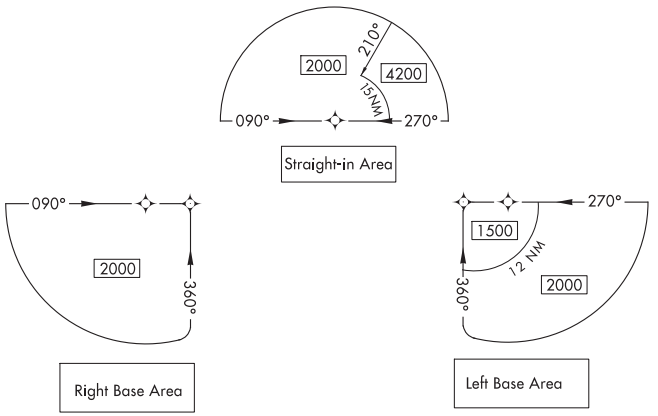
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS

VOR Changeover Point

RWY 15 S12° 00.52′ W77° 06.91′ — End of Rwy Coordinates (DoD only)

Distance not to scale

International Boundary

Air Defense Identification Zone

SPECIAL USE AIRSPACE

R-352

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

AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

Joint (Civil-Military)

OBSTACLES

- Spot Elevation
- Obstacle
- Highest Obstacle
- Highest Spot Elevation
- Group of Obstacles
- ± Doubtful accuracy

LEGEND 23110

NC-1, 07 AUG 2025 to 02 OCT 2025

LEGEND 24361

INSTRUMENT APPROACH PROCEDURES (CHARTS)

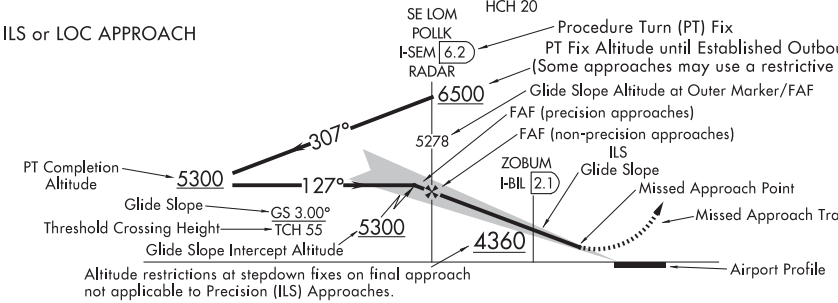
PROFILE VIEW

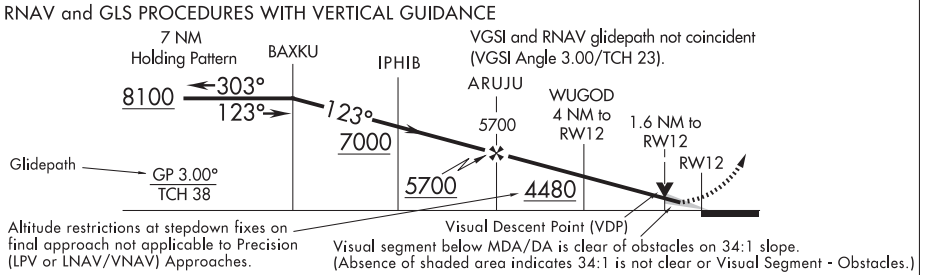
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

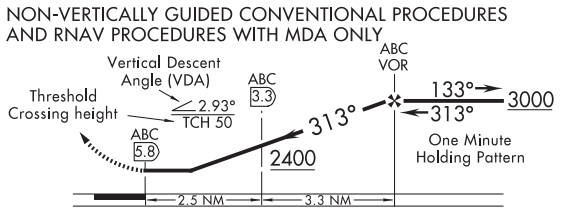
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°, TCH 55

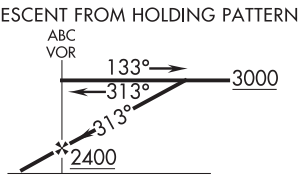
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

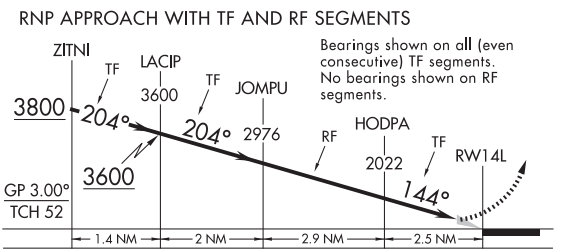
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure 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: 3.00°, TCH 55. On Copter procedures this is depicted in the following format: 7.30°, HCH 20











ALTITUDES

5500	Mandatory Altitude	3000	Recommended Altitude
2500	Minimum Altitude	5000 / 3000	Mandatory Block Altitude
4300	Maximum Altitude		

PROFILE SYMBOLS

2400 — Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.

▼ Visual Descent Point (VDP)

Visual Flight Path

Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

LEGEND 24361

NC-1, 07 AUG 2025 to 02 OCT 2025

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

Non-Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

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

AIRPORTS

Civil · Military · Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil · Military · Joint (Civil-Military)

ROUTES

MAA FL200 Maximum Authorized Altitude

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Arrival Route

(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route

R-275 Radial line and value

Lost Communications Track

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

SPECIAL USE AIRSPACE

R-352

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

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000
12000
Block Altitude

Altitude change at other than Radio Aids to Navigation

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

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

Ldg KLAS and KHND

Ldg Rwys 16L/C/R

Terminus identifier

NC-1, 07 AUG 2025 to 02 OCT 2025

LEGEND 23334

LEGEND 23334 DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:

VOR VORTAC DME NDB/DME

VOR/DME TACAN NDB

Non-Compulsory:

VOR VORTAC DME NDB/DME

VOR/DME TACAN NDB

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

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course
(Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

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

MISCELLANEOUS

Changeover Point

Distance not to scale

International Boundary

Sector Boundary

Air Defense Identification Zone

Takeoff Minimums and (Obstacle) Departure Procedures entry published.

ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route

(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

SPECIAL USE AIRSPACE

R-352

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

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000 / 12000 Block Altitude

TOP ALTITUDE: 5000 Top altitude restriction

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

AIRPORTS

Heliport

Civil Military Joint (Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

MSA CRW 25 NM
180°
4500 4100
090° 270°
5300 4700
360°

Airport Identifier

MSA AIA 25 NM
2500

(arrows on distance circle identify sectors)

LEGEND 23334

NC-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Taxiways, Parking Areas | Stopways, Overruns, Blast Pads | Metal Surface

Closed Runway | Closed Surface | Non-Movement | Under Construction | Water Runway

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.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM ☐ (EMAS)

REFERENCE FEATURES

Displaced Threshold
Hot Spot
Runway Holding Position Markings
Buildings
Self-Serve Fuel ##
Tanks
Obstructions
Airport Beacon #
Runway Radar Reflectors
Bridges
Control Tower # TWR

	Unlit	Lit
Wind Cone		
Landing Tee		
Tetrahedron		

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

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 ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

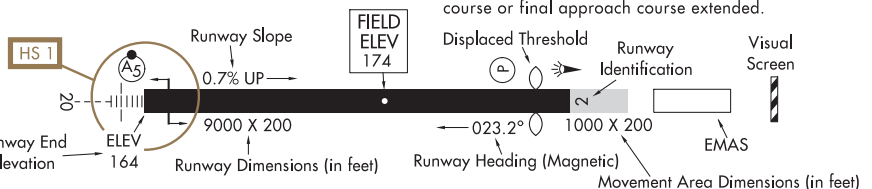
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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 D 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.



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.

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LEGEND 22195

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

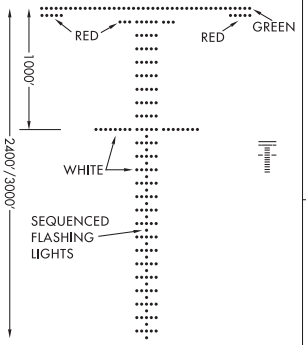
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

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), (V) indicates Pilot Controlled Lighting (PCL).

CATEGORY I APPROACH LIGHTING SYSTEM

(A1)

ALSF-1

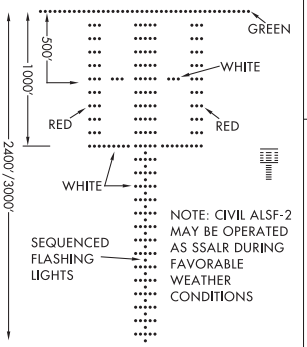


(High Intensity)
LENGTH 2400/3000 FEET

CATEGORY II APPROACH LIGHTING SYSTEM

(A)

ALSF-2

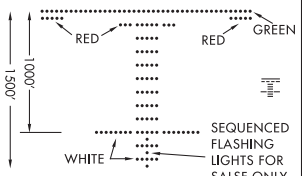


(High Intensity)
LENGTH 2400/3000 FEET

SHORT APPROACH LIGHTING SYSTEM

(A2) (A2)

SALS/SALSF



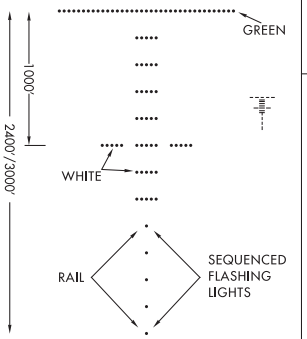
(High Intensity)
LENGTH 1500 FEET

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A3)

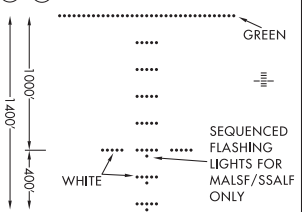
SSALR



(High Intensity)
LENGTH 2400/3000 FEET

MEDIUM INTENSITY (**MALS** and **MALSF**) OR SIMPLIFIED SHORT (**SSALS** and **SSALF**) APPROACH LIGHTING SYSTEMS

(A4) (A4)



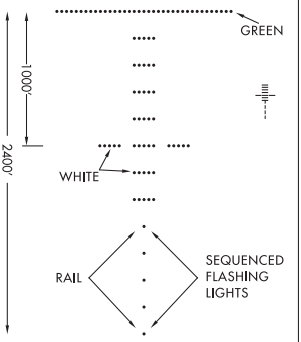
LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A5)

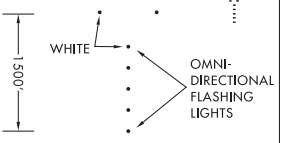
MALSR



LENGTH 2400 FEET

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

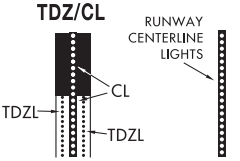
ODALS



LENGTH 1500 FEET

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

TDZ/CL



AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

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LEGEND 22195

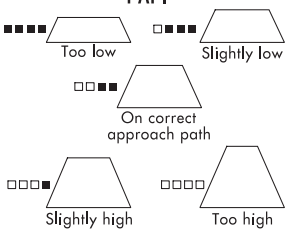
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A2), (V), 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), (V) indicates Pilot Controlled Lighting (PCL).

(P) PRECISION APPROACH PATH INDICATOR

PAPI



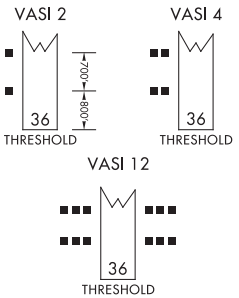
Legend: □ White ■ Red

(V) VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

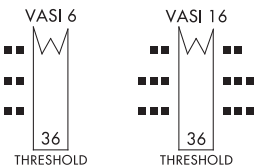
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW



(V3) VISUAL APPROACH SLOPE INDICATOR

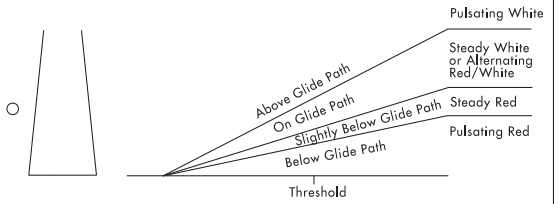
VASI

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



(V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

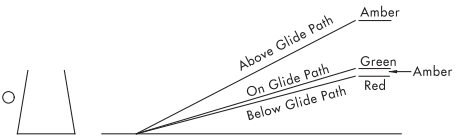
PVASI



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.

(V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

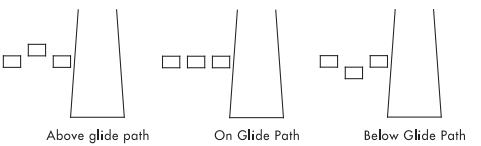
TRCV



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

(V5) 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.

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SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF 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

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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

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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 executingdescents 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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RNAV (GPS) RWY 17 3
RNAV (GPS) RWY 31 4
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NORMAN COUNTY ADA/TWIN VALLEY(D00)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 33 9

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---SEE MINNEAPOLIS, MN

AITKIN, MN
AITKIN MUNI/STEVE KURTZ FLD(AIT)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 16 10
RNAV (GPS) RWY 34 11

ALBERT LEA, MN
ALBERT LEA MUNI(AEL)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
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RNAV (GPS) RWY 35 13
VOR RWY 17 14
VOR RWY 35 15

ALEXANDRIA, MN
ALEXANDRIA RGNL/CHANDLER FLD(AXN)
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ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 31 16
RNAV (GPS) RWY 04 17
RNAV (GPS) RWY 13 18
RNAV (GPS) RWY 22 19
RNAV (GPS) RWY 31 20
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ANOKA COUNTY/BLAINE (JANES FLD)
---SEE MINNEAPOLIS, MN

APPLETON, MN
APPLETON MUNI(AQP)
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ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 13 22

ASHLEY, ND
ASHLEY MUNI(ASY)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 15 23
RNAV (GPS) RWY 33 24

AUSTIN, MN
AUSTIN MUNI(AUM)
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ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 35 25
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BARNES COUNTY MUNI
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BAUDETTE, MN
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BEACH, ND
BEACH(20U)
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RNAV (GPS) RWY 30 32

BELLE FOURCHE, SD
BELLE FOURCHE MUNI(EFC)
TAKEOFF MINIMUMS L
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BEMIDJI, MN
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RNAV (GPS) RWY 25 37
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BIGFORK, MN
BIGFORK MUNI(FOZ)
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	ILS OR LOC RWY 31	47
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	RNAV (GPS) RWY 21	50
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BLUE EARTH, MN		
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BOTTINEAU, ND		
BOTTINEAU MUNI(D09)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 13	55
	RNAV (GPS) RWY 31	56
BOWMAN, ND		
BOWMAN RGNL(BWW)		
TAKEOFF MINIMUMS		L
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BRAINERD, MN		
BRAINERD LAKES RGNL(BRD)		
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	ILS OR LOC/DME RWY 34	60
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	RNAV (GPS) RWY 23	62
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CANBY, MN		
MYERS FLD(CNB)		
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IAPS	RNAV (GPS) RWY 16	79
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CLOQUET, MN
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COOK, MN
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CROOKSTON, MN
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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.

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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.

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.

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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.

CON'T

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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

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.

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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.

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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, 300-1⅞ 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.

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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.
Truck on roads beginning 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, 400-2¾ 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.

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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.

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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, building12' 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

AMDT 1 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

Rwys 3, 21, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 13, building 197' from DER, 296' right of centerline, 18' AGL/1966' MSL.
Light poles, pole, vehicles on road, trees beginning 261' from DER, 343' right of centerline, up to 54' AGL/2001' MSL.

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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)

25219

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.

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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.

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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.

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.

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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.

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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/846' 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.

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.

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, 300-1⅞ 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, 300-1¼ 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.

CON'T

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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.

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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, 400-2¾ 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.

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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

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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.

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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.

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.

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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.

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.

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)

25219

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

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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.

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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.

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.

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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/1063' 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 beginning2645' 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.

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NORTHWOOD, ND

NORTHWOOD MUNI/VINCE FLD (4V4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 07AUG25 (25219) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, light poles 10' from DER, 10' left of centerline, 2' AGL/1119' MSL.
Light poles 10' from DER, 10' right of centerline, 2' AGL/1119' MSL.
Vehicles on road 148' from DER, 493' right of centerline, 8' AGL/1124' MSL.
Rwy 26, light poles 12' from DER, 9' right of centerline, 2' AGL/1119' MSL.
Light poles 13' from DER, 10' left of centerline, 2' AGL/1119' MSL.
Tree 1338' from DER, 14' left of centerline, 1156' MSL.
Tree 1359' from DER, 157' left of centerline, 1160' MSL.
Trees beginning 1425' from DER, 119' right of centerline, up to 1168' MSL.
Trees beginning 1571' from DER, 107' right of centerline, up to 1173' MSL.
Trees beginning 1651' from DER, 86' right of centerline, up to 1177' MSL.
Tree 1657' from DER, 106' left of centerline, 1163' MSL.
Tree 1727' from DER, 6' left of centerline, 1171' MSL.
Trees beginning 1828' from DER, 2' right of centerline, up to 1180' MSL.
Tree 2231' from DER, 312' right of centerline, 1185' MSL.

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, 300-1⅜ 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.

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.

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PAYNESVILLE, MN

PAYNESVILLE MUNI (PEX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 300-1⅞ or std. w/min. climb of 234' per NM to 1600.

Rwy 29, 300-1¾ 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.

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.

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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.
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.
CON'T

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PRINCETON, MN (CON'T)

PRINCETON MUNI (PNM)(CON'T)

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.
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.

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REDFIELD, SD

REDFIELD MUNI (1D8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07AUG25 (25219) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, low close-in obstacles, tree 1867' from DER, 44' left of centerline, 1355' MSL.
Trees beginning 1905' from DER, 762' left of centerline, up to 1368' MSL.
Rwy 35, low close-in obstacles, trees beginning 596' from DER, 525' left of centerline, up to 1346' 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.
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.

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.

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RUGBY, ND

RUGBY MUNI (RUG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24JUL14 (14205) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, 300-1¼ 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.

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.

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ST. JAMES, MN (CON'T)

ST JAMES MUNI (JYG) (CON'T)

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.
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.

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ST PAUL, MN (CON'T)

ST PAUL DOWNTOWN HOLMAN FLD (STP) (CON'T)

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.

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, 200-1⅜ 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, NAVAIDs 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.
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SIOUX FALLS, SD (CON'T)

JOE FOSS FLD (FSD) (CON'T)

Rwy 33 (CON'T), 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.

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, 300-1¾ 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, 200-1¼ 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.

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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.

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.

NC-1, 07 AUG 2025 to 02 OCT 2025

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.

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 ⅛ 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, 300-2¾ 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.

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.

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.

WATFORD CITY, ND

WATFORD CITY MUNI (S25)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 30, 300-1¾ 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.

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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.

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/1133' 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.

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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, 200-1½ 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.

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.

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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.

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

25219

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.

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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. A procedure is not authorized for alternate flight planning purposes when local weather is not available.

MILITARY USERS NOTE: For IFR alternate airport and minima planning, refer to appropriate service directives.

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	**600-2**	**800-2**
⚠Non-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	

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).

NAME — ALTERNATE MINIMUMS

ABERDEEN, SD
ABERDEEN RGNL (ABR)……..……**ILS or LOC Rwy 31[1]**
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 31[2]
RNAV (GPS) Rwy 35[2]
VOR Rwy 13[2]
VOR Rwy 31[2]
[1]LOC, Category D, 900-2¾.
[2]Category D, 900-2¾.

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[1]
VOR Rwy 35[2]
NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.
[2]Category D, 800-2½.

NAME — ALTERNATE MINIMUMS

ALEXANDRIA, MN
ALEXANDRIA RGNL/CHANDLER FLD (AXN)……..……..……**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 22
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[1]
NA when local weather not available.
[1]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, MN
BISMARCK
MUNI (BIS)..... **ILS or LOC Rwy 13**[12]
ILS or LOC Rwy 31[12]
RADAR-1[13]
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 21[3]
RNAV (GPS) Rwy 31[3]
VOR-A[3]
[1]NA when control tower closed.
[2]LOC, Category C, 800-2¼, Category D, 800-2½.
[3]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**[1]
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 34
NA when local weather not available.
[1]ILS, Category D, 700-2.

BRITTON, SD
BRITTON MUNI (BTN)..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

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, 800-2½.

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)-A**
RNAV (GPS) Rwy 31
NA when local weather not available.
Category D, 800-2¼.

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NAME	ALTERNATE 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**[1]
ILS or LOC Rwy 27[1]
RADAR-1[2]
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 21[3]
RNAV (GPS) Rwy 27[3]
TACAN Y Rwy 9[4]
VOR or TACAN Rwy 3[2]
VOR/DME or TACAN Rwy 21[2]
[1]LOC, Categories D, E, 1000-3.
[2]Categories D, E, 1000-3.
[3]Category D, 1000-3.
[4]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.

EVELETH, MN
EVELETH/VIRGINIA MUNI (EVM)……**RNAV (GPS) Rwy 27**
VOR-A
NA when local weather not available.
Category C, 900-2¾; 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, 900-2¾.

FARGO, ND
HECTOR INTL (FAR)……**ILS or LOC Rwy 18**[1]
ILS or LOC Rwy 36[1]
RNAV (GPS) Rwy 9[3]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[3]
RNAV (GPS) Rwy 36[2]
VOR Rwy 36[2]
[1]ILS, Category C, 700-2; Category D, 800-2¼; Category E, 800-2½. LOC, Category D, 800-2¼; Category E, 800-2½.
[2]Category D, 800-2¼, Category E, 800-2½.
[3]Category D, 800-2¼.

FARIBAULT, MN
FARIBAULT 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**[1]
RNAV (GPS) Rwy 31[1]
RNAV (GPS) Rwy 35
NA when local weather not available.
[1]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.

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NAME	ALTERNATE MINIMUMS

GRAND FORKS, ND
GRAND FORKS INTL (GFK)……..……..**ILS or LOC Rwy 35L**[12]
LOC BC Rwy 17R[1]
RNAV (GPS) Rwy 9L
RNAV (GPS) Rwy 17L
RNAV (GPS) Rwy 17R
RNAV (GPS) Rwy 27R
RNAV (GPS) Rwy 35R
VOR Rwy 17R
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category E, 800-2½.

GRAND MARAIS, MN
GRAND MARAIS/ COOK COUNTY (CKC)…….....**RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28[1]
Category D, 900-2¾.
[1]NA when local weather not available.

GRAND RAPIDS, MN
GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FLD (GPZ)…....**ILS or LOC Rwy 34**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
VOR Rwy 34
NA when local weather not available.

GRANITE FALLS, MN
GRANITE FALLS MUNI/LENZEN-ROE-FAGEN-MEML FLD (GDB)….....**RNAV (GPS) Rwy 33**
VOR/DME Rwy 33
NA when local weather not available.

GWINNER, ND
GWINNER/ROGER MELROE FLD (GWR)……..**RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.
Category D, 800-2½.

HALLOCK, MN
HALLOCK MUNI (HCO)…..…**RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

HAZEN, ND
MERCER COUNTY RGNL (HZE)……...……**RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NA when local weather not available.

HETTINGER, ND
HETTINGER/JB LINDQUIST RGNL (HEI)……**RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
Category D, 800-2½.

NAME	ALTERNATE MINIMUMS

HIBBING, MN
RANGE RGNL (HIB)……..**ILS or LOC Rwy 13**[1]
ILS or LOC Rwy 31
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
NA when local weather not available.
[1]LOC, Category D, 800-2¼.

HURON, SD
HURON RGNL (HON)…….**ILS or LOC Rwy 12**[1]
LOC BC Rwy 30[2]
RNAV (GPS) Rwy 12[2]
RNAV (GPS) Rwy 30[2]
NA when local weather not available.
[1]LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

HUTCHINSON, MN
HUTCHINSON MUNI/BUTLER FLD (HCD)……...**RNAV (GPS) Rwy 15**
NA when local weather not available.

INTERNATIONAL FALLS, MN
FALLS INTL/EINARSON FLD (INL)……**COPTER ILS or LOC Rwy 31**
ILS or LOC Rwy 31[1]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR Rwy 13[2]
VOR Rwy 31[2]
NA when local weather not available.
[1]LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

JACKSON, MN
JACKSON (MJQ)……..……...**RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

JAMESTOWN, ND
JAMESTOWN RGNL (JMS)……..**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31
Category D, 800 2½.

LANGDON, ND
ROBERTSON FLD (D55)……..……**RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32[1]
NA when local weather not available.
[1]Category C, 800-2¼.

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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, 1000-2¾; 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, 800-2¼.

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**[1]
RNAV (GPS) Rwy 30[2]
VOR Rwy 12[1]
[1]Category D, 800-2¼.
[2]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**[1]
ILS or LOC Rwy 10R[12]
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.
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.

NAME — ALTERNATE MINIMUMS

MINNEAPOLIS, MN (CON'T)
MINNEAPOLIS-ST. PAUL INTL/WOLD-CHAMBERLAIN (MSP)……..**ILS or LOC Rwy 12L**[1]
ILS or LOC Rwy 12R[1]
ILS or LOC Rwy 30L[1]
ILS or LOC Rwy 30R[1]
ILS Z or LOC Rwy 35[1]
LOC Rwy 4[2]
LOC Rwy 17[3]
LOC Rwy 22[3]
RNAV (GPS) Rwy 4[4]
RNAV (GPS) Rwy 22[4]
RNAV (GPS) Z Rwy 12L[4]
RNAV (GPS) Z Rwy 12R[4]
RNAV (GPS) Z Rwy 30L[4]
RNAV (GPS) Z Rwy 30R[4]
RNAV (GPS) Z Rwy 35[4]
[1]ILS, Category C, 700-2; Category D, 900-2¾; Category E, 1000-3; LOC, Category D, 900-2¾; Category E, 1000-3.
[2]Category D, 900-2¾; Category E, 1000-3.
[3]Category D, 900-2¾.
[4]Category D, 800-2½; Category E, 1000-3.

MINOT, ND
MINOT INTL (MOT)……..**ILS or LOC Rwy 31**[12]
LOC BC Rwy 13[13]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 26[3]
RNAV (GPS) Rwy 31[3]
VOR Rwy 8[4]
VOR Rwy 13[3]
VOR Rwy 26[5]
VOR Rwy 31[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Categories C, D, E, 1100-3.
[3]Categories C, D, 1100-3.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]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, 900-2¾.

MONTEVIDEO, MN
MONTEVIDEO-CHIPPEWA COUNTY (MVE)……**RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

MOORHEAD, MN
MOORHEAD MUNI/FLORENCE KLINGENSMITH FLD (JKJ)...**RNAV (GPS) Rwy 30**[1]
VOR-A[2]
[1]NA when local weather not available.
[2]Categories A, B, 900-2.

MORA, MN
MORA MUNI (JMR)……..**RNAV (GPS) Rwy 35**
NA when local weather not available.
Category D, 800-2¼.

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, 900-2¼.

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, 800-2¼.

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

PIERRE, SD
PIERRE RGNL (PIR)…….....**ILS or LOC Rwy 31[12]**
RNAV (GPS) Rwy 7[13]
RNAV (GPS) Rwy 13[13]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 31[3]
VOR/DME or TACAN Rwy 7[13]
VOR or TACAN Rwy 25[13]
[1]NA when local weather not available.
[2]LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

PINE RIDGE, SD
PINE RIDGE (IEN)……..**RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 30[2]
[1]Category C, 900-2½.
[2]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.

PRINCETON, MN
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 32[1]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 14[23]
RNAV (GPS) Rwy 23[2]
RNAV (GPS) Rwy 32[4]
VOR or TACAN Rwy 14[24]
VOR or TACAN Rwy 32[24]
[1]ILS, Categories B, C, 700-2; Category D, 800-2¼; Category E, 800-2¾. LOC, Category D, 800-2¼; Category E, 800-2¾.
[2]NA when local weather not available.
[3]Category D, 800-2¼; Category E, 800-2½.
[4]Category D, 800-2¼; Category E, 800-2¾.

RAY S. MILLER AAF (KRYM)
CAMP RILEY, MN……...**ILS or LOC Rwy 31**
NA when control tower closed.

NAME ALTERNATE MINIMUMS

RED WING, MN
RED WING
RGNL (RGK)……**RNAV (GPS) Rwy 9[1]**
RNAV (GPS) Rwy 27[2]
NA when local weather not available.
[1]Category C, 900-2½, Category D, 1100-3.
[2]Category C, 900-2½.

REDFIELD, SD
REDFIELD
MUNI (1D8)……..…**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

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, 900-2¾.

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.

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NAME ALTERNATE MINIMUMS

ST CLOUD, MN

ST CLOUD
RGNL (STC)……**ILS or LOC Rwy 13**[123]
RNAV (GPS) Rwy 5[1]
RNAV (GPS) Rwy 13[14]
RNAV (GPS) Rwy 23[1]
RNAV (GPS) Rwy 31[14]
VOR Rwy 31[24]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]LOC, Category D, 900-2¾.
[4]Category D, 900-2¾.

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**[12]
ILS or LOC Rwy 32[13]
RNAV (GPS) Rwy 14[4]
RNAV (GPS) Rwy 32[45]

[1]NA when control tower closed.
[2]ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[3]LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[5]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.

NAME ALTERNATE MINIMUMS

SIOUX FALLS, SD

JOE FOSS
FLD (FSD)……**ILS or LOC Rwy 3**[12]
ILS or LOC Rwy 21[12]
RADAR-1[3]
RNAV (GPS) Rwy 3[45]
RNAV (GPS) Rwy 9[5]
RNAV (GPS) Rwy 15[45]
RNAV (GPS) Rwy 21[4]
RNAV (GPS) Rwy 33[45]
VOR or TACAN Rwy 15[6]
VOR/DME or TACAN Rwy 33[6]

[1]NA when control tower closed.
[2]LOC, Category D, 800-2½.
[3]Category E, 800-2¾.
[4]Category D, 800-2½.
[5]NA when local weather not available.
[6]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.

SPEARFISH, SD

BLACK HILLS-
CLYDE ICE FLD (SPF)……**RNAV (GPS) Rwy 13**[1]
RNAV (GPS) Rwy 31[2]
[1]Categories A, B, 1000-4; Category C, 1700-4.
[2]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.

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NAME ALTERNATE MINIMUMS

THIEF RIVER FALLS, MN
THIEF RIVER
FALLS RGNL (TVF)……..…..**ILS or LOC Rwy 31**[1]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 13[23]
RNAV (GPS) Rwy 22[2]
RNAV (GPS) Rwy 31[23]
VOR Y Rwy 13[3]
VOR Rwy 31[3]
[1]LOC, Category D, 900-2¾.
[2]NA when local weather not available.
[3]Category D, 900-2¾.

TIOGA, ND
TIOGA MUNI (D60)……**RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30[1]
Category D, 800-2¼.
[1]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.

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.

NAME ALTERNATE MINIMUMS

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**[1]
RNAV (GPS) Rwy 12[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 30[2]
RNAV (GPS) Rwy 35[2]
NA when local weather not available.
[1]LOC, Category C, 800-2¼; Category D, 800-2½.
[2]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.

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**[1]
RNAV (GPS) Rwy 31
VOR Rwy 31[1]
NA when local weather not available.
[1]Category D, 900-2¾.

WINDOM, MN
WINDOM MUNI (MWM)..……**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS

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**[1]
RNAV (GPS) Rwy 30[2]
[1]Categories A, B, 1000-2; Category C, 1200-3; Category D, 1400-3.
[2]NA when local weather not available.

WORTHINGTON, MN

WORTHINGTON MUNI (OTG)……..**ILS or LOC Rwy 29**[1]
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 29[2]
RNAV (GPS) Rwy 36[2]
NA when local weather not available.
[1]LOC, Category D, 800-2½.
[2]Category D, 800-2½.

YANKTON, SD

CHAN GURNEY MUNI (YKN)……**RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.
Category D, 800-2¼.

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BISMARCK, ND

Amdt 3C, 02DEC21 (21336) (FAA) ELEV **1661**

BISMARCK MUNI (BIS)

RADAR-1 126.3 298.9 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	31		AB	**2100**/24	454	(500-½)	C	**2100**/40	454	(500-¾)
			D	**2100**/50	454	(500-1)				
	13		AB	**2100**-1	445	(500-1)	C	**2100**-1¼	445	(500-1¼)
			D	**2100**-1½	445	(500-1½)				
	21		AB	**2160**-1	499	(500-1)	CD	**2160**-1⅜	499	(500-1⅜)
	3		AB	**2220**-1	559	(600-1)	CD	**2220**-1⅝	559	(600-1⅝)
CIR	ALL RWY		AB	**2220**-1	559	(600-1)	C	**2460**-2¼	799	(800-2¼)
			D	**2460**-2½	799	(800-2½)				

Inoperative table does not apply to ALS Rwy 13.

DULUTH, MN

Orig-A, 30JAN20 (21112) (FAA) ELEV **1428**

DULUTH INTL (DLH)

RADAR-1 125.45 233.7 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	3		AB	**1820**-1	400	(400-1)	CDE	**1820**-1⅛	400	(400-1⅛)
	9		ABCDE	**1820**/40	392	(400-¾)				
	21		AB	**1840**-1	420	(500-1)	CDE	**1840**-1⅛	420	(500-1⅛)
	27		AB	**1880**/40	459	(500-¾)	CDE	**1880**/45	459	(500-⅞)
CIR	ALL RWY		A	**1880**-1	452	(500-1)	B	**1900**-1	472	(500-1)
			C	**1940**-1½	512	(600-1½)	DE	**2400**-3	972	(1000-3)

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 1⅛ SM.
For inoperative ALS, increase ASR S-27 Cats A/B visibility to RVR 5500, Cats C/D/E to 1⅜ SM.

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RADAR INSTRUMENT APPROACH MINIMUMS

MANDAN, ND

Amdt 5A, 18AUG16 (21224) (FAA) ELEV **1994**

MANDAN RGNL/LAWLER FLD (Y19)

RADAR-1 126.3 298.9 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	31		AB	**2440**-1	499	(500-1)	CD	**2440**-1⅜	499	(500-1⅜)
	13		AB	**2460**-1	522	(600-1)	CD	**2460**-1½	522	(600-1½)
CIR	ALL RWY		AB	**2460**-1	516	(600-1)	C	**2460**-1½	516	(600-1½)
			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/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	13		AB	**1660**/24	380	(400-½)	CD	**1660**/35	380	(400-⅝)
	31		AB	**1680**/24	376	(400-½)	CD	**1680**/35	376	(400-⅝)
	3		ABCD	**1680**-1	363	(400-1)				
	21		ABCD	**1680**-1	375	(400-1)				
CIR	ALL RWY		A	**1720**-1	403	(500-1)	B	**1780**-1	463	(500-1)
			C	**1900**-1½	583	(600-1½)	D	**1900**-2	583	(600-2)

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

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RADAR INSTRUMENT APPROACH MINIMUMS

SIOUX FALLS, SD

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

ELEV **1430**

JOE FOSS FLD (FSD)

RADAR-1 125.8 284.725 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	33		AB	**1920**-1	498	(500-1)	CDE	**1920**-1⅜	498	(500-1⅜)
	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 ¾ SM not authorized.
For inoperative MALSR, increase S-3 Cat C/D/E visibility to 1⅜ mile.
For inoperative MALSR, increase S-21 Cat C/D/E visibility to 1½ mile.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
25219

N3

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			
DULUTH INTL (DLH)	09	03-21	8,950 feet
FARGO, ND			
HECTOR INTL (FAR)	18	13-31	7,900 feet
	36	09-27	6,600 feet
MINNEAPOLIS, MN			
MINNEAPOLIS-ST PAUL INTL/			
WOLD-CHAMBERLAIN (MSP)	22	TWY K	8,550 feet
	30L	TWY A9 TWY W9	8,150 feet
ROCHESTER, MN			
ROCHESTER INTL (RST)	03	13-31	5,850 feet
	13	03-21	5,270 feet
	31	03-21	3,200 feet

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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		
HECTOR INTL (FAR)	HS 1	Rwy 09-27 at Twy B.
	HS 2	Rwy 18-36 at Twy C.
	HS 3	Rwy incursion risk, acft landing Rwy 36 inadvertently exit Rwy 09-27. Be aware of signs and markings.
GRAND FORKS, ND		
GRAND FORKS INTL (GFK)	HS 1	Rwy 09L and Twy A int.
	HS 2	Rwy 17R and Twy B int.
MINNEAPOLIS, MN		
CRYSTAL (MIC)	HS 1	Int of Rwy 06R (sod) on Twy F.
	HS 2	Int of Rwy 24L (sod) on Twy D.
MINNEAPOLIS, MN		
FLYING CLOUD (FCM)	HS 1	Rwy 18 apch area along Twy A.
	HS 2	Short taxi distance from ramp to rwy hold line.
MINNEAPOLIS, MN		
MINNEAPOLIS-ST PAUL INTL/		
WOLD-CHAMBERLAIN (MSP)	HS 1	Rwy incursion risk. Rwy 12R-30L and Rwy 04-22, Twy A, Twy B, Twy C, Twy D, Twy H. Complex geometry due to converging Rwy and Twys.
	HS 2	Rwy incursion risk. Rwy 12L-30R and Rwy 04-22, Twy C, Twy P8, Twy D, Twy P, Twy Q. Complex geometry due to converging Rwy and Twys.
	HS 3	Limited wingtip clearance at convergence of Twy A and Twy B between Twy A5 and Twy A7. Restricted to single aircraft taxi.
MINOT, ND		
MINOT INTL (MOT)	HS 1	Apch end of Rwy 08.
	HS 2	Int of Twy C and Rwy 08-26.
ROCHESTER, MN		
ROCHESTER INTL (RST)	HS 1	Complex int; Twy A6, Rwy 13-31, Rwy 03-21 and Twy B.
ST. PAUL, MN		
ST. PAUL DOWNTOWN		
HOLMAN FLD (STP)	HS 1	Helicopter landings on Twy A.
	HS 2	Twy D between Rwy 13 and Rwy 32 unusual configuration for rwy holding position markings.
	HS 3	Helicopter operations on Twy B.

*See appropriate Chart Supplement HOT SPOT table for additional information.

25219

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

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. . . .

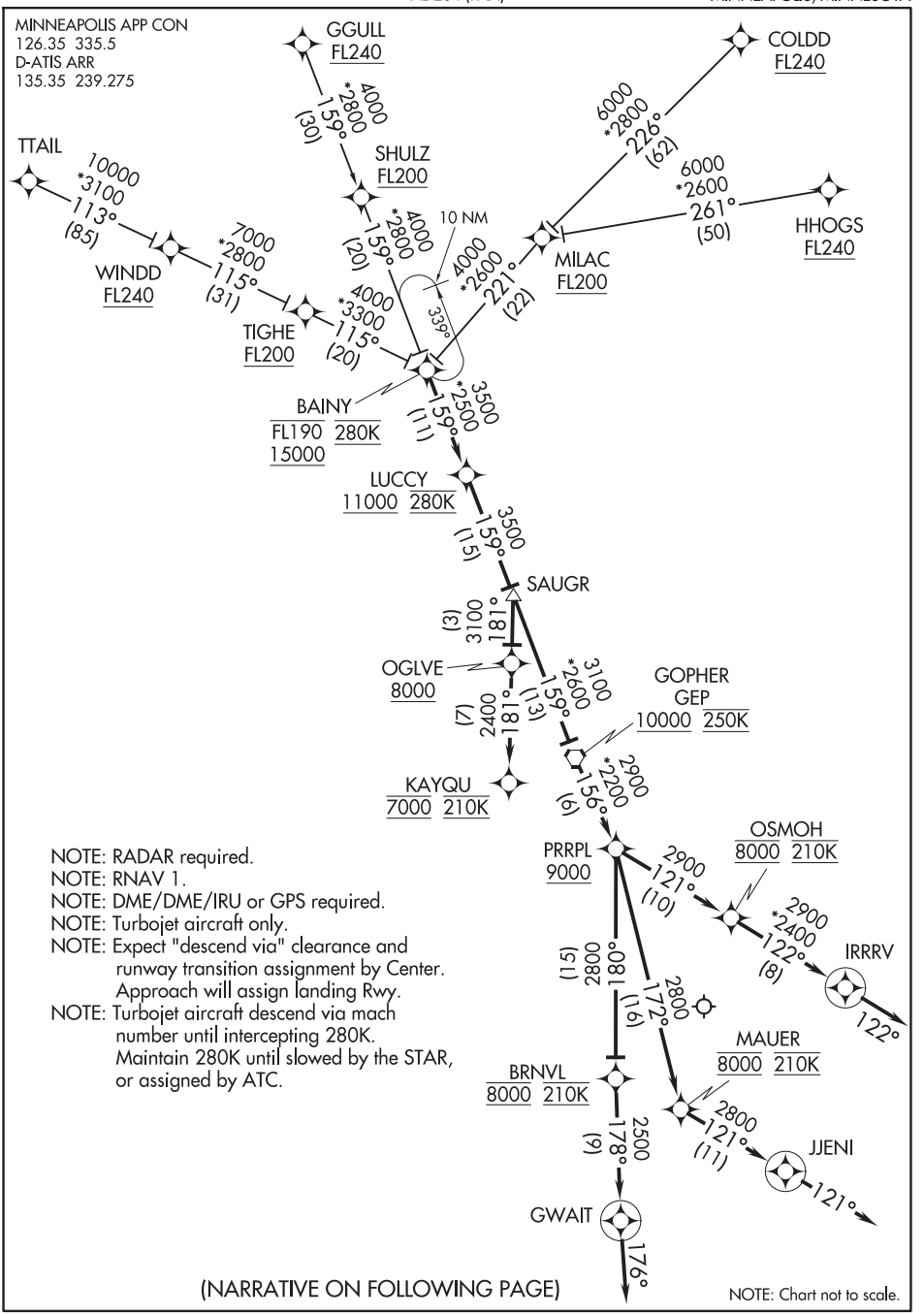
THATS TRANSITION (THATS.AGUDE5): From over THATS INT on GEP R-085 to AGUDE/ GEP 42 DME. Thence. . . .

. . . . From over AGUDE/GEP 42 DME via GEP R-085 to GEP VORTAC, then expect RADAR vectors to final approach course.

(BAINY.BAINY3) 17173

BAINY THREE ARRIVAL (RNAV)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
AL-264 (FAA)
MINNEAPOLIS, MINNESOTA



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
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.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BAINY THREE ARRIVAL (RNAV)
(BAINY.BAINY3) 05JAN17
MINNEAPOLIS, MINNESOTA
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

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.

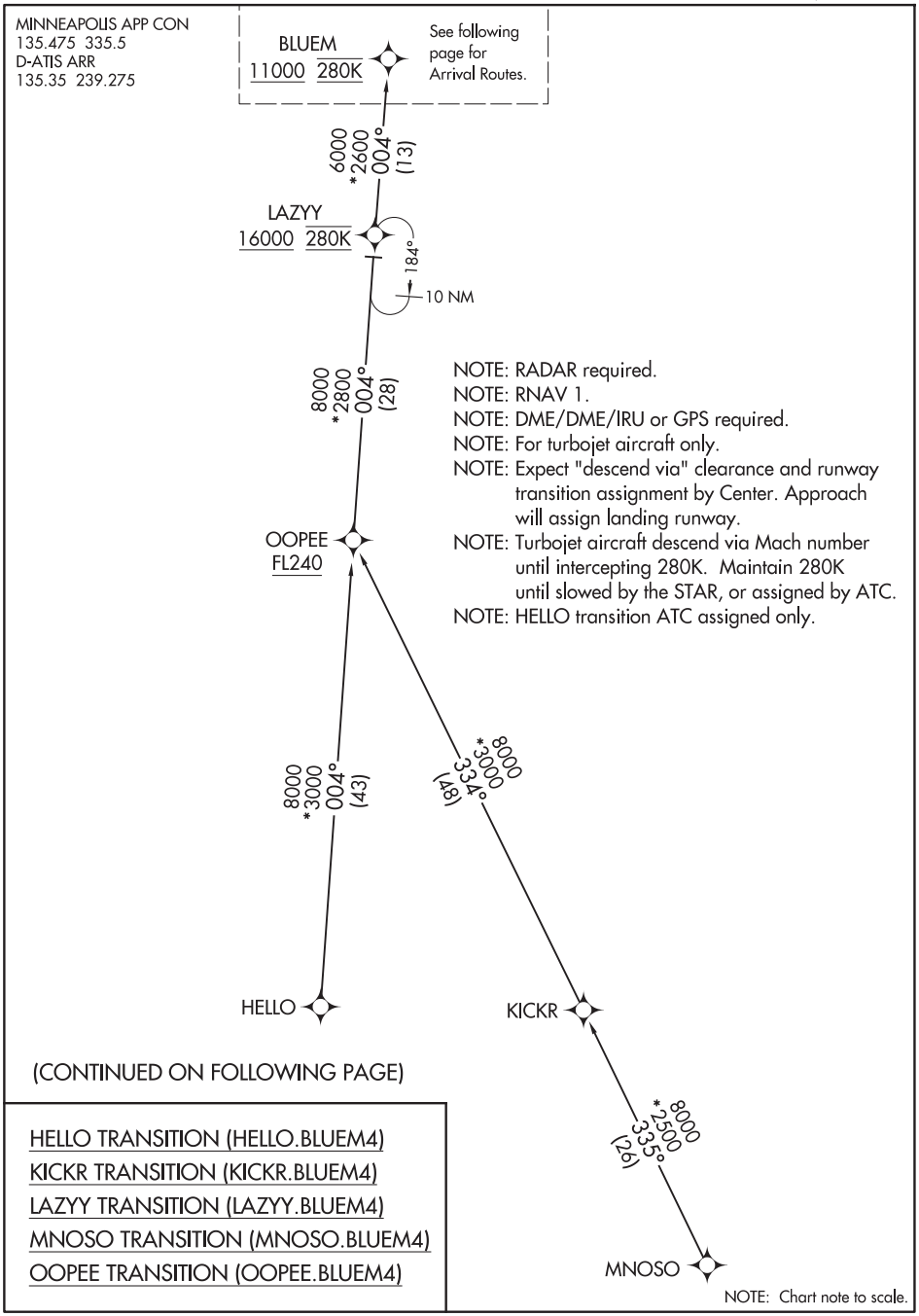
NC-1, 07 AUG 2025 to 02 OCT 2025

(BLUEM.BLUEM4) 21112

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

BLUEM FOUR ARRIVAL (RNAV) Transition Routes

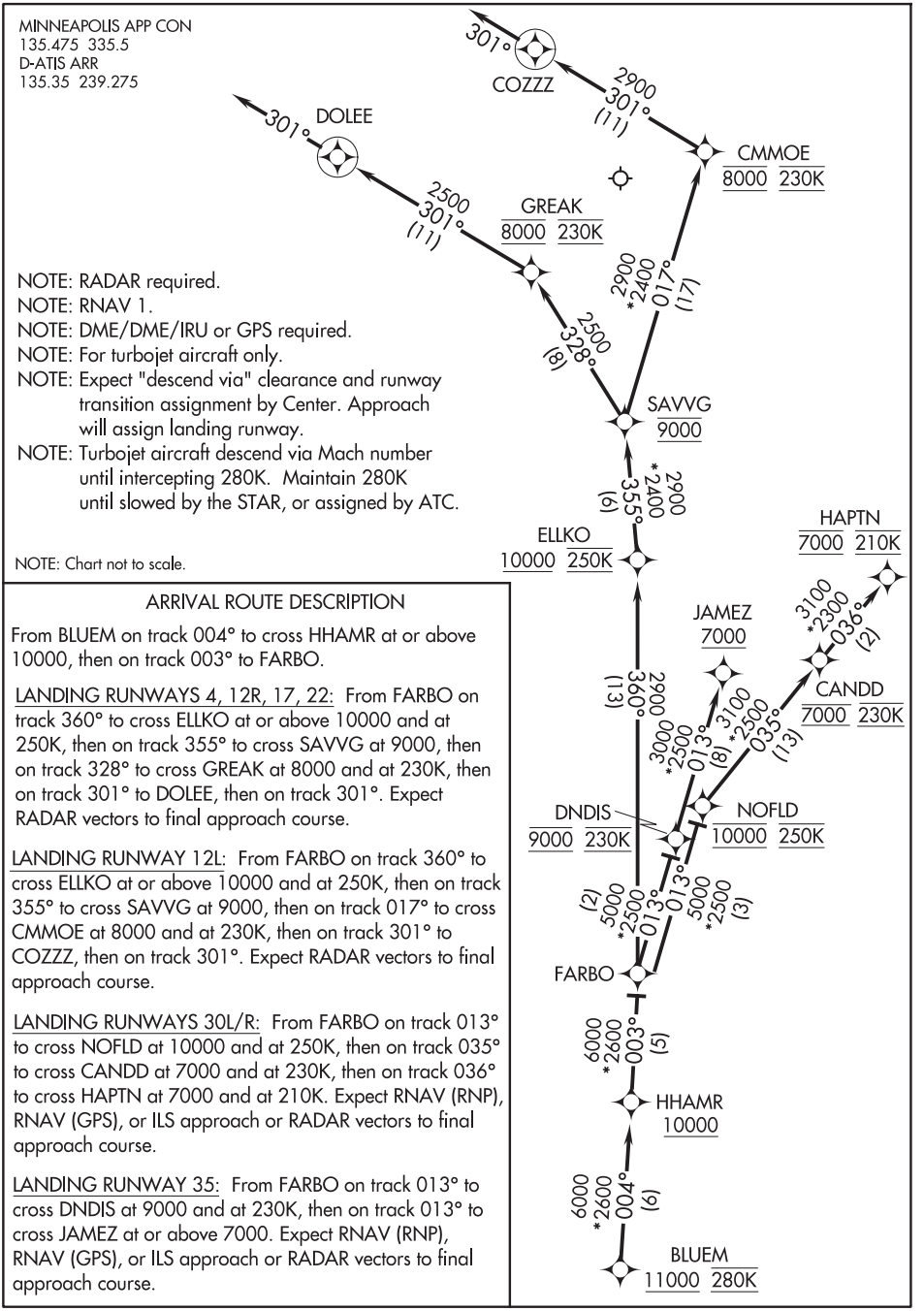
AL-264 (FAA) MINNEAPOLIS, MINNESOTA



(CONTINUED ON FOLLOWING PAGE)

HELLO TRANSITION (HELLO.BLUEM4)
KICKR TRANSITION (KICKR.BLUEM4)
LAZYY TRANSITION (LAZYY.BLUEM4)
MNOSO TRANSITION (MNOSO.BLUEM4)
OOPEE TRANSITION (OOPEE.BLUEM4)

NC-1, 07 AUG 2025 to 02 OCT 2025



ARRIVAL ROUTE DESCRIPTION

From BLUEM on track 004° to cross HHAMR at or above 10000, then on track 003° to FARBO.

LANDING RUNWAYS 4, 12R, 17, 22: From FARBO on track 360° to cross ELLKO at or above 10000 and at 250K, then on track 355° to cross SAVVG at 9000, 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 FARBO on track 360° to cross ELLKO at or above 10000 and at 250K, then on track 355° to cross SAVVG at 9000, 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 FARBO on track 013° to cross NOFLD at 10000 and at 250K, then on track 035° to cross CANDD at 7000 and at 230K, then on track 036° to cross HAPTN at 7000 and at 210K. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.

LANDING RUNWAY 35: From FARBO on track 013° to cross DNDIS at 9000 and at 230K, then on track 013° to cross JAMEZ at or above 7000. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

(EAU.EAU9) 23334

EAU CLAIRE NINE ARRIVAL

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA

ARRIVAL ROUTE DESCRIPTION

BADGER TRANSITION (BAE.EAU9): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC. Thence. . . .

GREEN BAY TRANSITION (GRB. EAU9): From over GRB VORTAC via GRB R-278 and EAU R-093 to EAU VORTAC. Thence. . . .

. . . .From over EAU VORTAC via the EAU R-281 to TWINZ/36 DME, then via the MSP R-075 to ZASKY/9 DME. Thence. . . .

LANDING RUNWAY 12L/R: After ZASKY via 300° heading for RADAR vectors.

LANDING RUNWAY 30L/R, 35: Expect RADAR vectors to final approach course.

LANDING ALL OTHER MSP RUNWAYS: Expect RADAR vectors to final approach course.

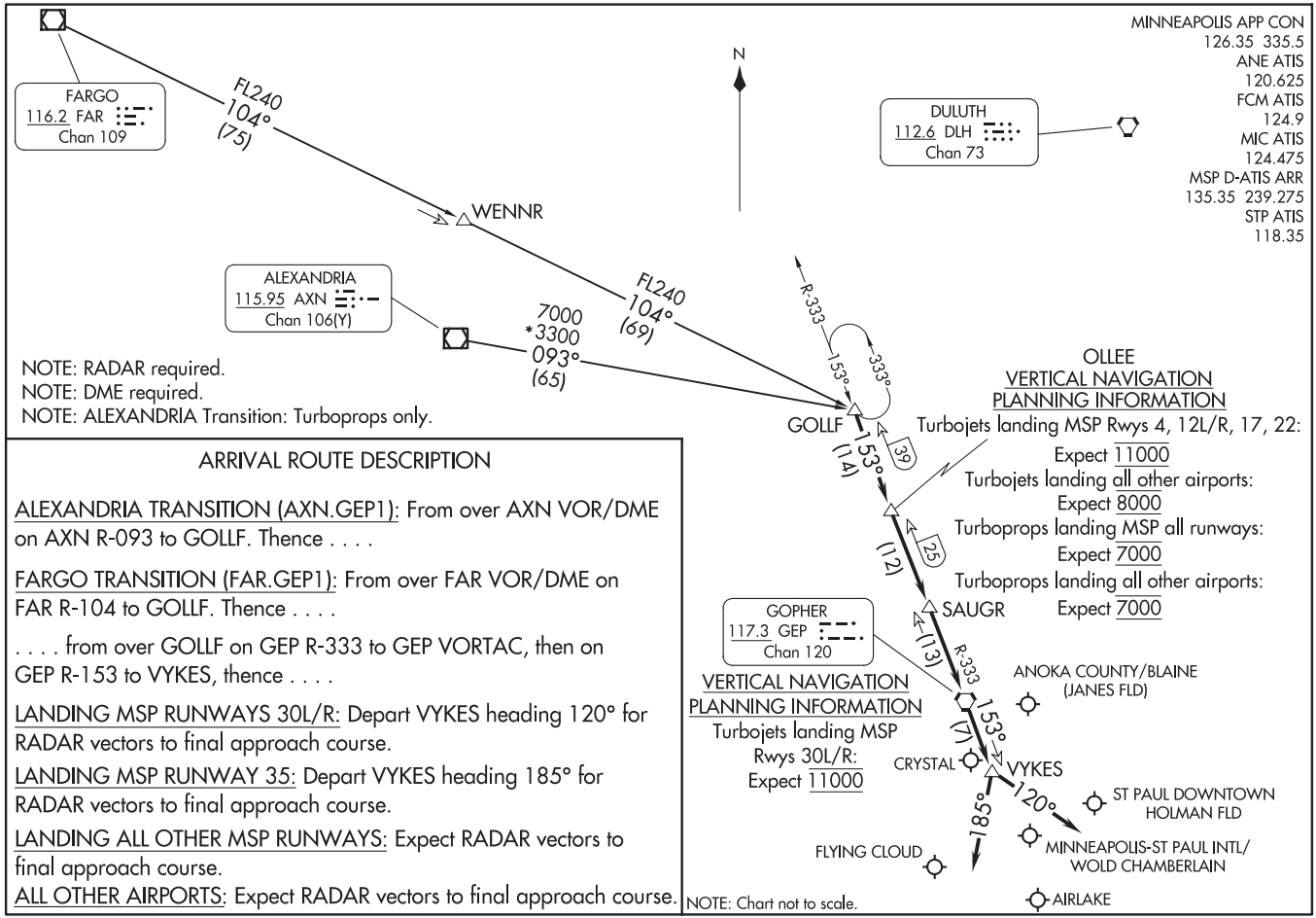
NC-1, 07 AUG 2025 to 02 OCT 2025

ANOKA COUNTY/ BLAINE (JANES FLD)
GOPHER GEP
090°
CRYSTAL
ST PAUL DOWNTOWN HOLMAN FLD
FLYING CLOUD
AIRLAKE
FUDGE
MAYER
RIXIE
MLHOF
CASNS
WOOOD
ENCEE
RAZMU
SIOUX FALLS FSD
10 NM 251°
N
MINNEAPOLIS APP CON 121.2 335.5
ANE ATIS 120.625
FCM ATIS 124.9
MIC ATIS 124.475
STP ATIS 118.35
NOTE: Chart not to scale.
NOTE: GPS required.
NOTE: RADAR required.
VERTICAL NAVIGATION PLANNING INFORMATION
Jet aircraft: Expect 8000
Turboprop: Expect 7000
ARRIVAL ROUTE DESCRIPTION
SIOUX FALLS TRANSITION (FSD.ENCEE3)
From over ENCEE as depicted to RIXIE, thence as depicted to GEP VORTAC. Thence heading 060°, expect RADAR vectors to final approach course.

GOPHER ONE ARRIVAL

(GEP.GEP1) 17AUG17

MINNEAPOLIS, MINNESOTA



ARRIVAL ROUTE DESCRIPTION

ALEXANDRIA TRANSITION (AXN.GEP1): From over AXN VOR/DME on AXN R-093 to GOLLF. Thence . . . .

FARGO TRANSITION (FAR.GEP1): From over FAR VOR/DME on FAR R-104 to GOLLF. Thence . . . .

. . . . from over GOLLF on GEP R-333 to GEP VORTAC, then on GEP R-153 to VYKES, thence . . . .

LANDING MSP RUNWAYS 30L/R: Depart VYKES heading 120° for RADAR vectors to final approach course.

LANDING MSP RUNWAY 35: Depart VYKES heading 185° for RADAR vectors to final approach course.

LANDING ALL OTHER MSP RUNWAYS: Expect RADAR vectors to final approach course.

ALL OTHER AIRPORTS: Expect RADAR vectors to final approach course.

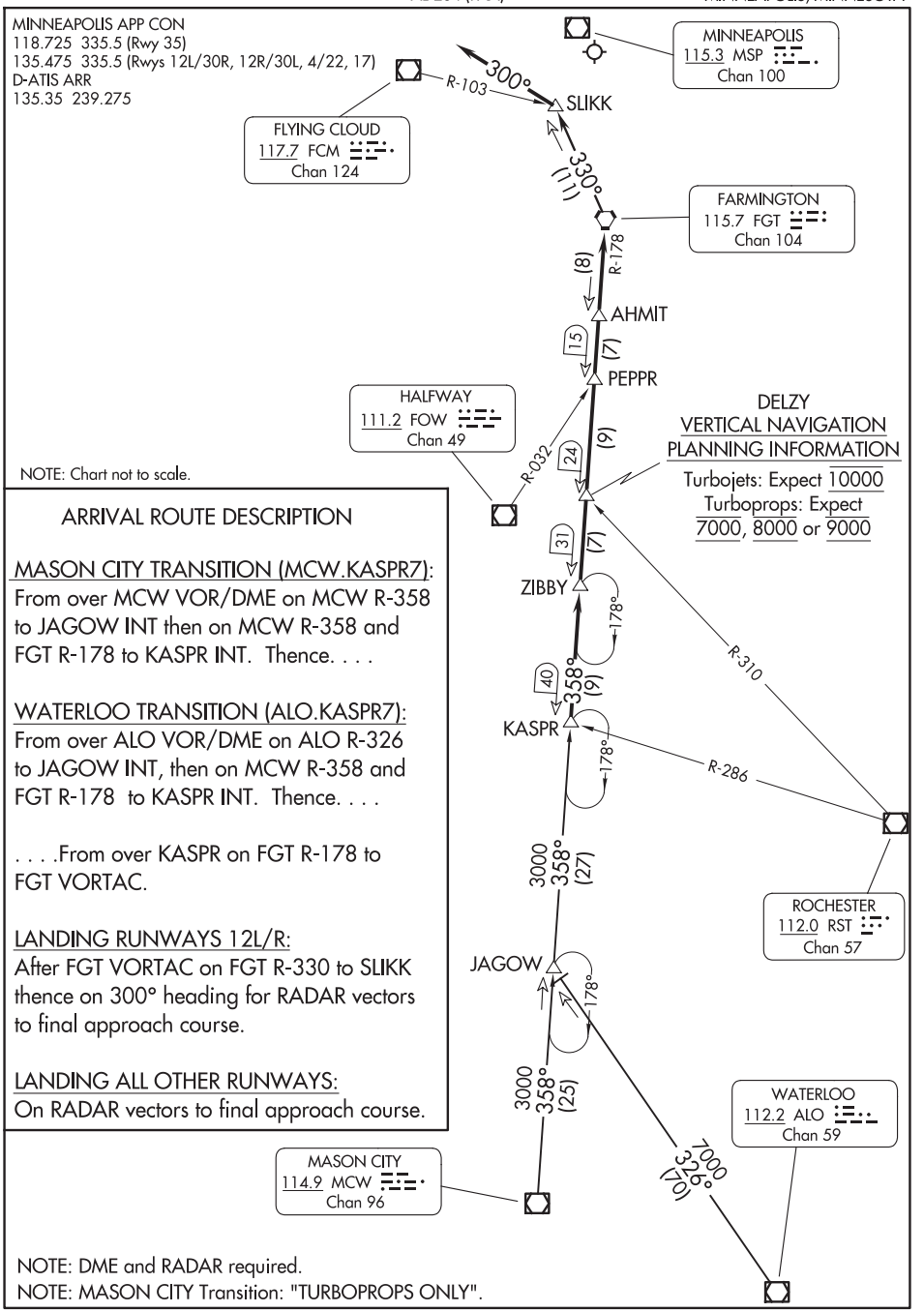
(GEP.GEP1) 25163

GOPHER ONE ARRIVAL

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA

Z8



ARRIVAL ROUTE DESCRIPTION

MASON CITY TRANSITION (MCW.KASPR7):
From over MCW VOR/DME on MCW R-358 to JAGOW INT then on MCW R-358 and FGT R-178 to KASPR INT. Thence. . . .

WATERLOO TRANSITION (ALO.KASPR7):
From over ALO VOR/DME on ALO R-326 to JAGOW INT, then on MCW R-358 and FGT R-178 to KASPR INT. Thence. . . .

. . . .From over KASPR on FGT R-178 to FGT VORTAC.

LANDING RUNWAYS 12L/R:
After FGT VORTAC on FGT R-330 to SLIKK thence on 300° heading for RADAR vectors to final approach course.

LANDING ALL OTHER RUNWAYS:
On RADAR vectors to final approach course.

NOTE: DME and RADAR required.
NOTE: MASON CITY Transition: "TURBOPROPS ONLY".

NC-1, 07 AUG 2025 to 02 OCT 2025

(KKILR.KKILR3) 17173

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

KKILR THREE ARRIVAL (RNAV) Transition Routes

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA

KKILR THREE ARRIVAL (RNAV) Transition Routes
MINNEAPOLIS, MINNESOTA

(KKILR.KKILR3) 05JAN17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

NC-1, 07 AUG 2025 to 02 OCT 2025

KKILR THREE ARRIVAL (RNAV)

(KKILR.KKILR3) 05JAN17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

Arrival Routes

MINNEAPOLIS, MINNESOTA

Z11

(KKILR.KKILR3) 17173

KKILR THREE ARRIVAL (RNAV)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

Arrival Routes

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON
126.35 335.5
D-ATIS ARR
135.35 239.275

N

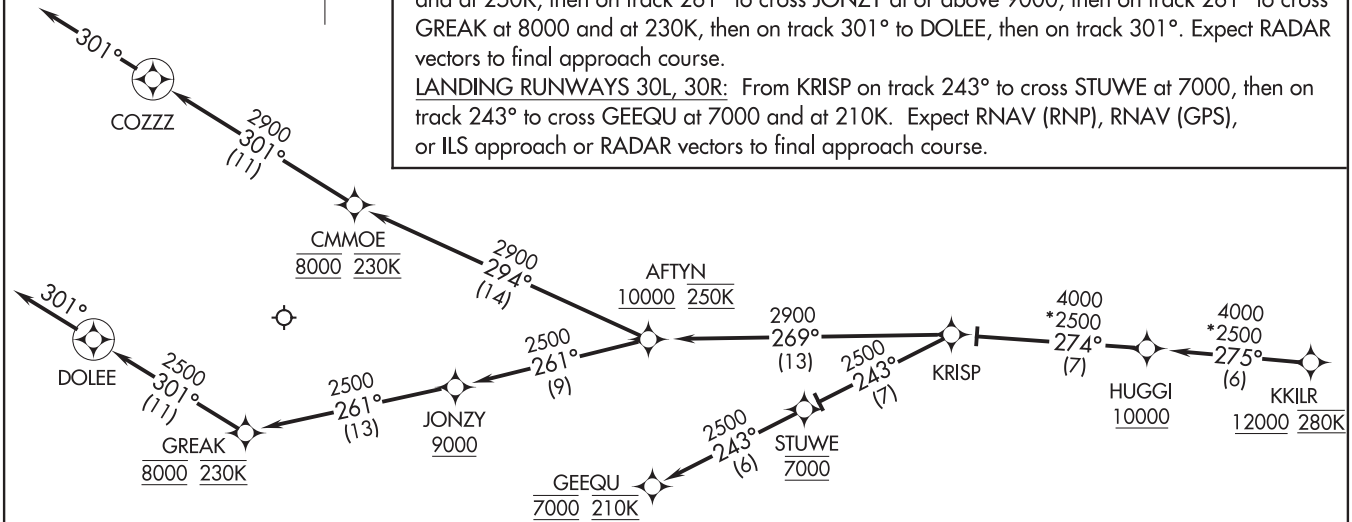
ARRIVAL ROUTE DESCRIPTION

From KKILR on track 275° to cross HUGGI at or above 10000, then on track 274° to KRISP.

LANDING RUNWAYS 4, 12L, 17, 22: From KRISP on track 269° to cross AFTYN at or above 10000 and at 250K, then on track 294° 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 12R, 35: From KRISP on track 269° to cross AFTYN at or above 10000 and at 250K, then on track 261° to cross JONZY at or above 9000, then on track 261° 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 RUNWAYS 30L, 30R: From KRISP on track 243° to cross STUWE at 7000, then on track 243° to cross GEEQU at 7000 and at 210K. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.



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.

NOTE: Chart not to scale.

(MUSCL.MUSCL3) 17173

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

MUSCL THREE ARRIVAL (RNAV) Transition Routes

AL-264 (FAA) MINNEAPOLIS, MINNESOTA

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)
JERMN TRANSITION (JERMN.MUSCL3)
SHEAY TRANSITION (SHEAY.MUSCL3)

MUSCL THREE ARRIVAL (RNAV) Transition Routes
MINNEAPOLIS, MINNESOTA
(MUSCL.MUSCL3) 05JAN17
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

NC-1, 07 AUG 2025 to 02 OCT 2025

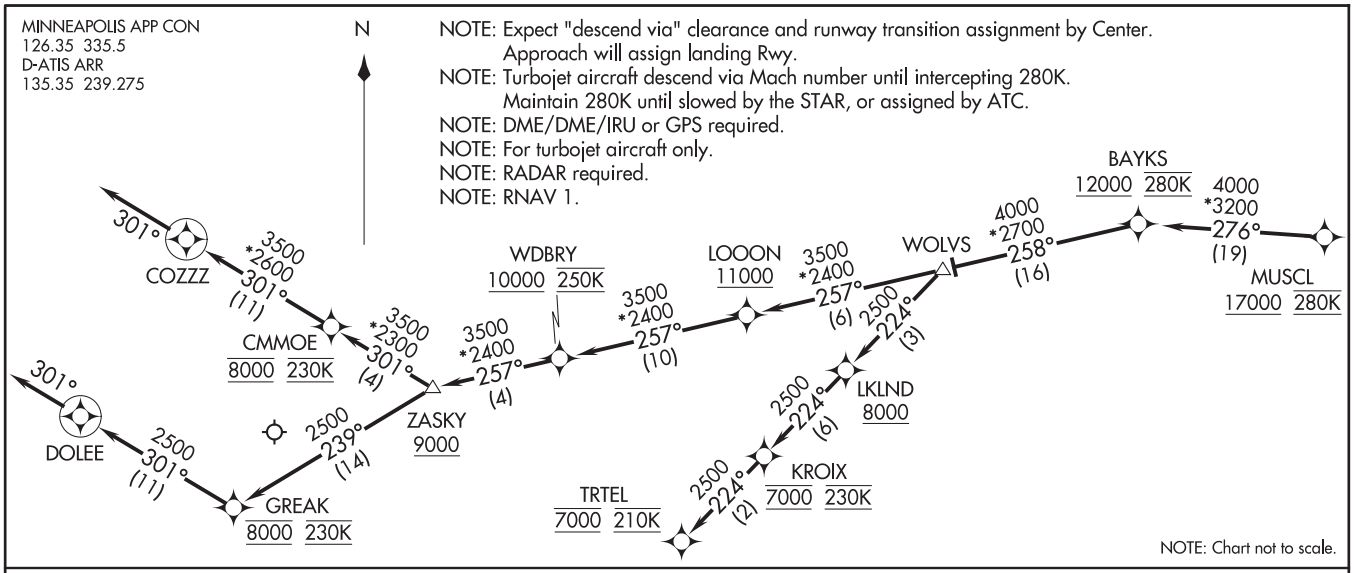
MUSCL THREE ARRIVAL (RNAV) Arrival Routes

(MUSCL.MUSCL3) 05JAN17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

MINNEAPOLIS, MINNESOTA

Z13



ARRIVAL ROUTE DESCRIPTION

From MUSCL on track 276° to cross BAYKS at or above 12000 and at 280K, then on track 258° to WOLVS.

LANDING RUNWAYS 4, 12L, 17, 22: From WOLVS on track 257° to cross LOOON at or above 11000, then on track 257° to cross WDBRY at or above 10000 and at 250K, then on track 257° to cross ZASKY at or above 9000, then on track 301° 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 12R, 35: From WOLVS on track 257° to cross LOOON at or above 11000, then on track 257° to cross WDBRY at or above 10000 and at 250K, then on track 257° to cross ZASKY at or above 9000, then on track 239° 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 RUNWAYS 30L/R: From WOLVS on track 224° to cross LKLND at or above 8000, then on track 224° to cross KROIX at 7000 and at 230K, then on track 224° to cross TRTEL at 7000 and at 210K. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.

(MUSCL.MUSCL3) 17173

MUSCL THREE ARRIVAL (RNAV) Arrival Routes

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

AL-264 (FAA)

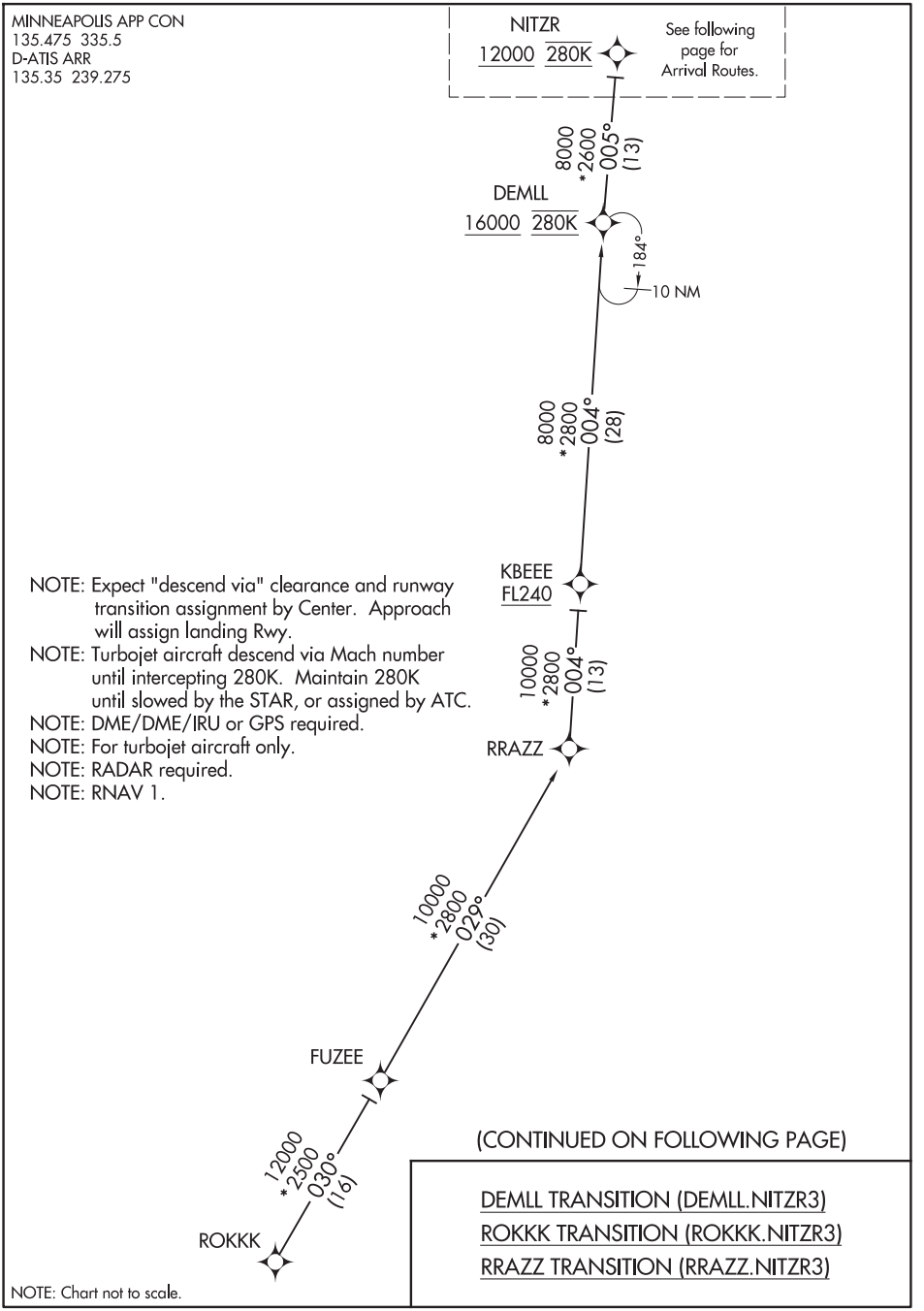
MINNEAPOLIS, MINNESOTA

(NITZR.NITZR3) 18032

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

NITZR THREE ARRIVAL (RNAV) Transition Routes

AL-264 (FAA) MINNEAPOLIS, MINNESOTA



(CONTINUED ON FOLLOWING PAGE)

DEMLL TRANSITION (DEMLL.NITZR3)
ROKKK TRANSITION (ROKKK.NITZR3)
RRAZZ TRANSITION (RRAZZ.NITZR3)

NITZR THREE ARRIVAL (RNAV) Transition Routes

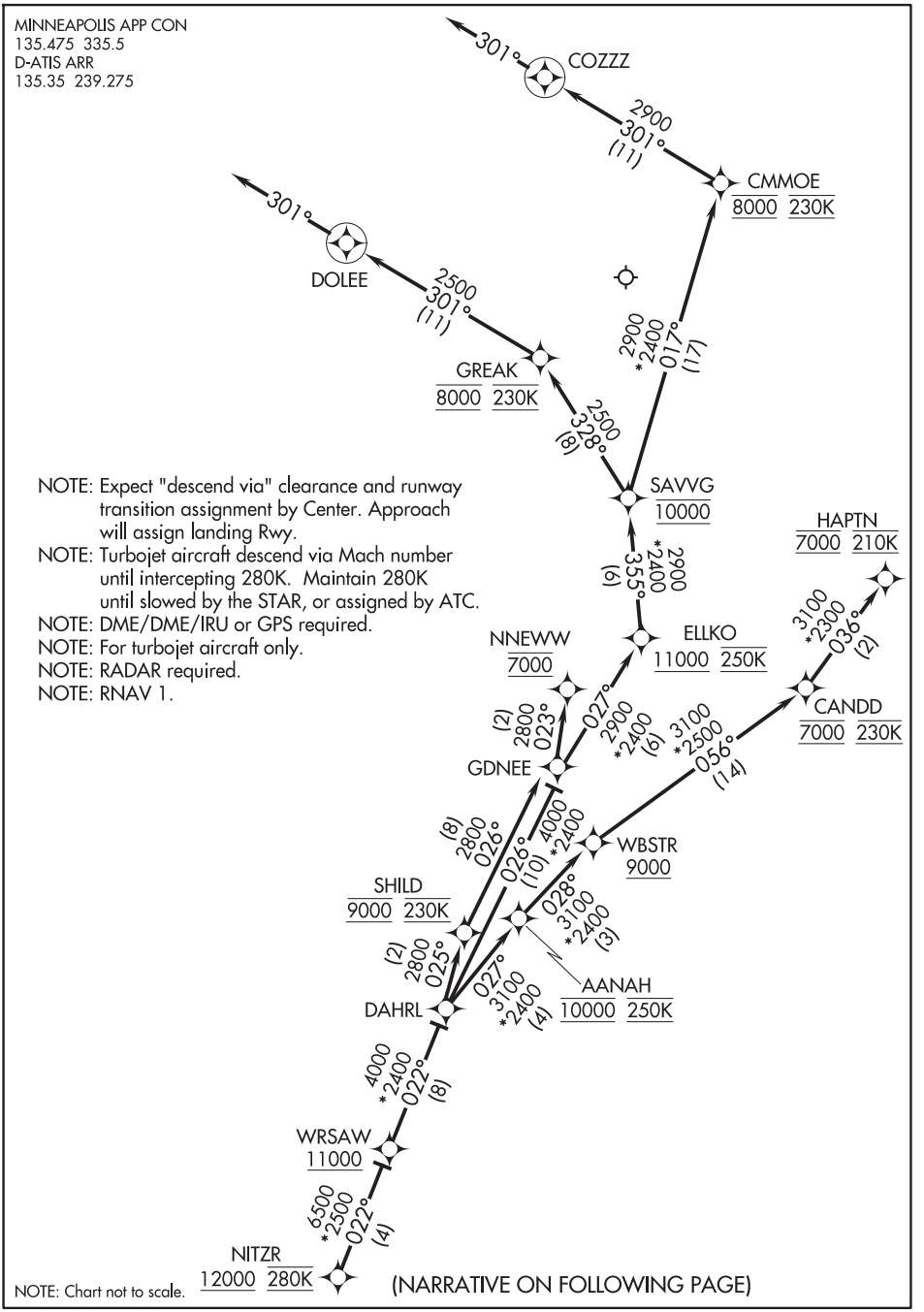
MINNEAPOLIS, MINNESOTA

(NITZR.NITZR3) 05JAN17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025



NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

From NITZR on track 022° to cross WRSAW 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 AANAH 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 HAPTN 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 NNEWW at 7000. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.

SKETR FIVE ARRIVAL

(SKETR.SKETR5) 10JAN13

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

Z17

ARRIVAL ROUTE DESCRIPTION

REDWOOD FALLS TRANSITION (RWF.SKETR5): From over RWF VOR/DME on RWF R-065 to SKETR/34 DME. Thence . . . .

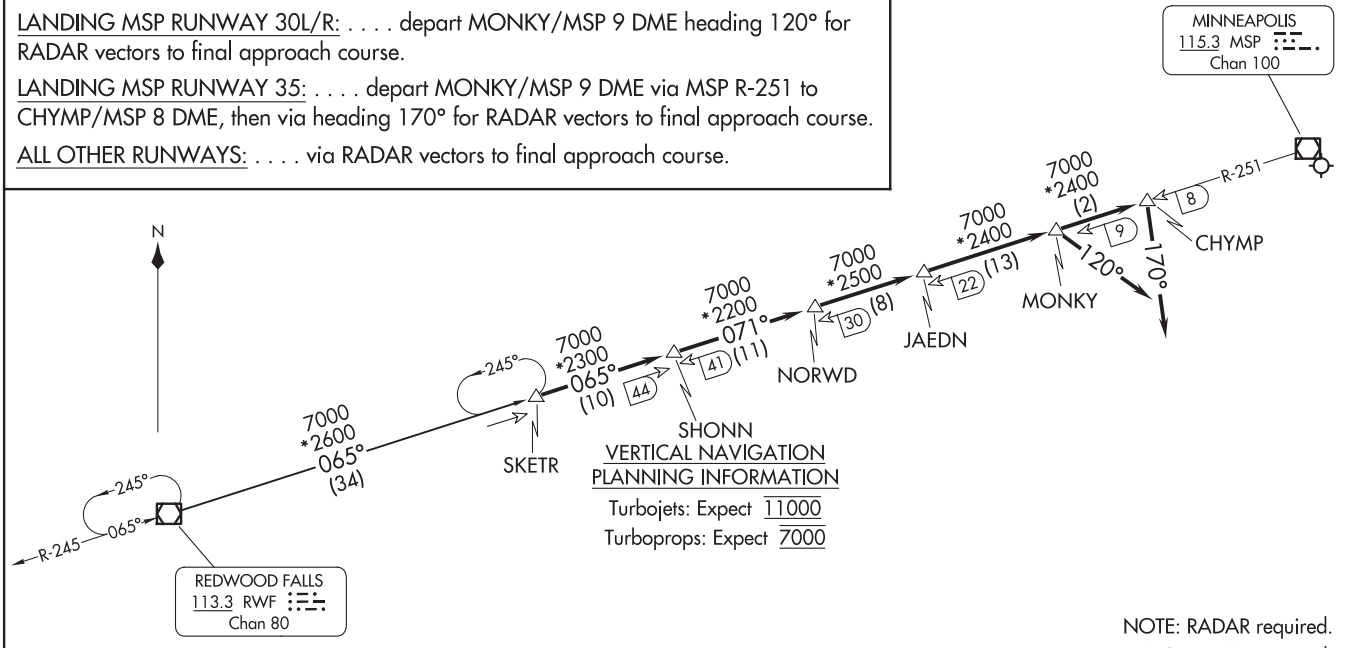
. . . . From over SKETR/RWF 34 DME via RWF R-065 to SHONN/RWF 44 DME, then via MSP R-251 to NORWD/MSP 30 DME, then via MSP R-251 to JAEDN/MSP 22 DME, then via MSP R-251 to MONKY/MSP 9 DME, thence . . . .

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.

MINNEAPOLIS APP CON
126.95 335.5
D-ATIS ARR
135.35 239.275



VERTICAL NAVIGATION PLANNING INFORMATION

Turbojets: Expect 11000

Turboprops: Expect 7000

NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

SKETR FIVE ARRIVAL

(SKETR.SKETR5) 23334

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

AL-264 (FAA)

(TORGY.TORGY3) 18032

TORGY THREE ARRIVAL (RNAV)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
AL-264 (FAA)
MINNEAPOLIS, MINNESOTA

(NARRATIVE ON FOLLOWING PAGE)

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

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.

NC-1, 07 AUG 2025 to 02 OCT 2025

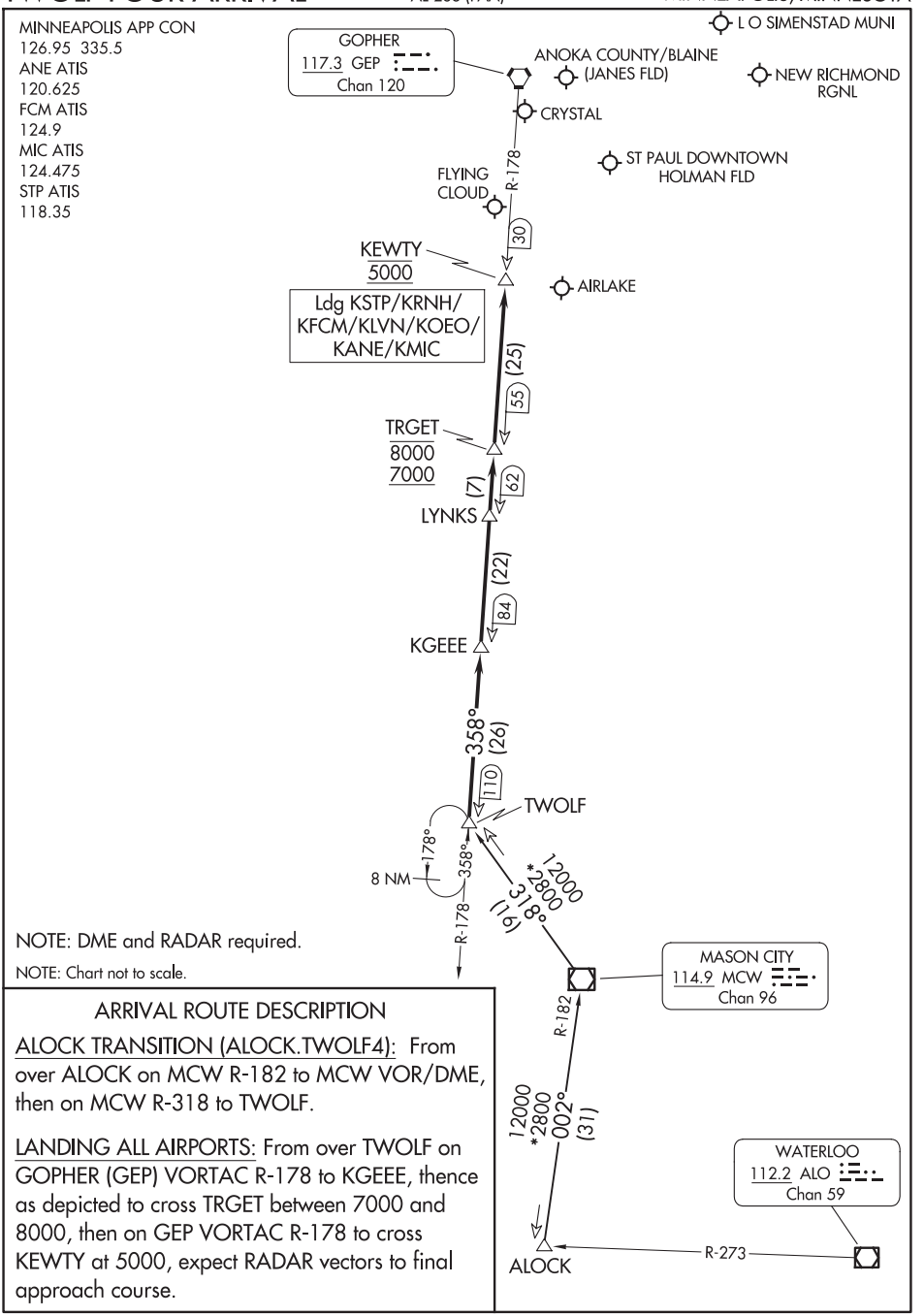
(TWOLF.TWOLF4) 23334

TWOLF FOUR ARRIVAL

AL-263 (FAA)

MINNEAPOLIS, MINNESOTA

NC-1, 07 AUG 2025 to 02 OCT 2025



ARRIVAL ROUTE DESCRIPTION

ALOCK TRANSITION (ALOCK.TWOLF4): From over ALOCK on MCW R-182 to MCW VOR/DME, then on MCW R-318 to TWOLF.

LANDING ALL AIRPORTS: From over TWOLF on GOPHER (GEP) VORTAC R-178 to KGEEE, thence as depicted to cross TRGET between 7000 and 8000, then on GEP VORTAC R-178 to cross KEWTY at 5000, expect RADAR vectors to final approach course.

TWOLF FOUR ARRIVAL

MINNEAPOLIS, MINNESOTA

(TWOLF.TWOLF4) 03NOV22

ILS or LOC RWY 31

ABERDEEN RGNL (ABR)

LOC/DME I-ABR	APP CRS	Rwy Ldg	6901
109.9	308°	TDZE	1301
Chan 36		Apt Elev	1302

ADF required.

For inop ALS, increase S-LOC 31 Cats C/D visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct RENEY LOM/I-ABR 6.1 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.875	120.6 371.9	122.7 (CTAF) L

ALTERNATE MISSED APCH FIX

ABERDEEN ABR 113.0 Chan 77

124° 304° R-124

Procedure NA for arrival on ABR VOR/DME airway radials 094 CW 171.

MSA AB 25 NM

150° 4000 3000 330°

ABERDEEN 113.0 ABR Chan 77

(IAF) OPLOW ABR 9

R-031

3000 NoPT ABR 9 Arc

LOCALIZER 109.9 I-ABR Chan 36

3000 131° (2.5)

1404±

128°

R-225

(IAF) OPNAH ABR 9

LOM/IAF RENEY 203 AB I-ABR 6.1

3000 LR-116

308°

16.5

LR-142

083° 263°

128°

3000 NoPT ABR 9 Arc

(IF) JUSEN I-ABR 12.6 ABR 9

ELEV 1302 D TDZE 1301

REIL Rwys 13, 17 and 35 L

HIRL Rwy 13-31 L

MIRL Rwy 17-35 L

13 17 31 35

6901 X 100

5500 X 100

308°

3000 AB

AB RENEY LOM I-ABR 6.1

Use I-ABR DME when on LOC course.

Remain within 10 NM

* LOC only.

* I-ABR 2.3

I-ABR 1.4

2908

128° 308° 3000 3000

GS 3.00° TCH 64

0.9 NM 3.9 NM

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

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)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	6901
CH 40341	128°	TDZE	1302
W13A		Apt Elev	1302

RNAV (GPS) RWY 13

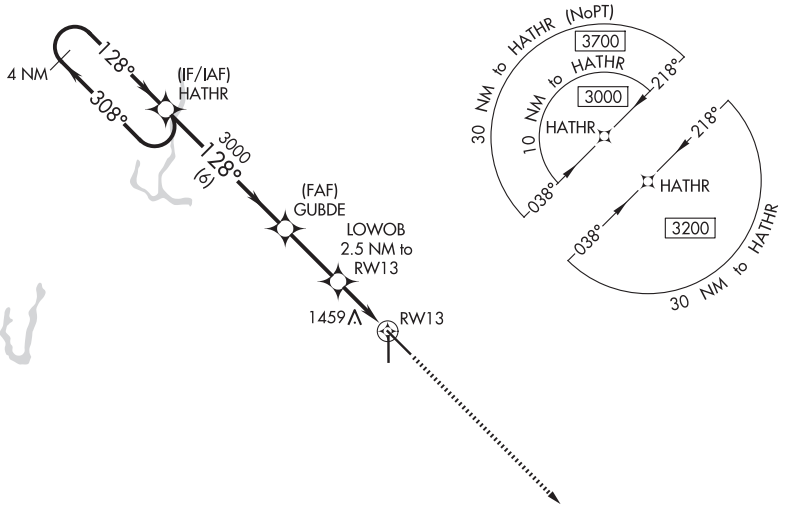
ABERDEEN RGNL (ABR)

RNP APCH - GPS.

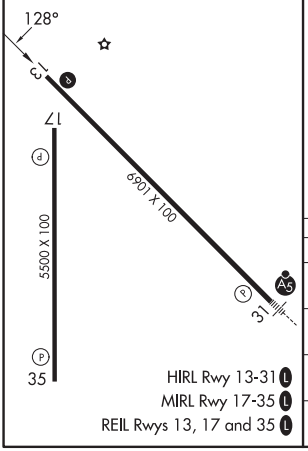
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

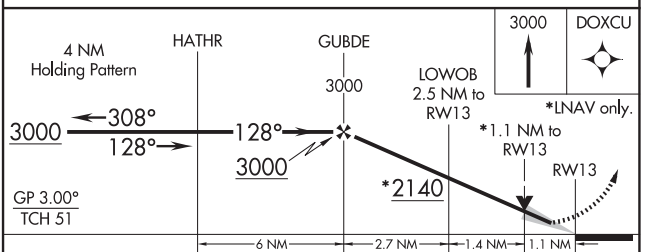
MISSED APPROACH: Climb to 3000 direct DOXCU and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.875	120.6 371.9	122.7 (CTAF) L



ELEV 1302 D TDZE 1302





CATEGORY		A	B	C	D
LPV	DA	1502-1 200 (200-1)			
LNAV/VNAV	DA	1752-1⅜ 450 (500-1⅜)			
LNAV	MDA	1700-1 398 (400-1)		1700-1⅛ 398 (400-1⅛)	
CIRCLING		1760-1 458 (500-1)	1860-1 558 (600-1)	1960-1¾ 658 (700-1¾)	2160-2¾ 858 (900-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

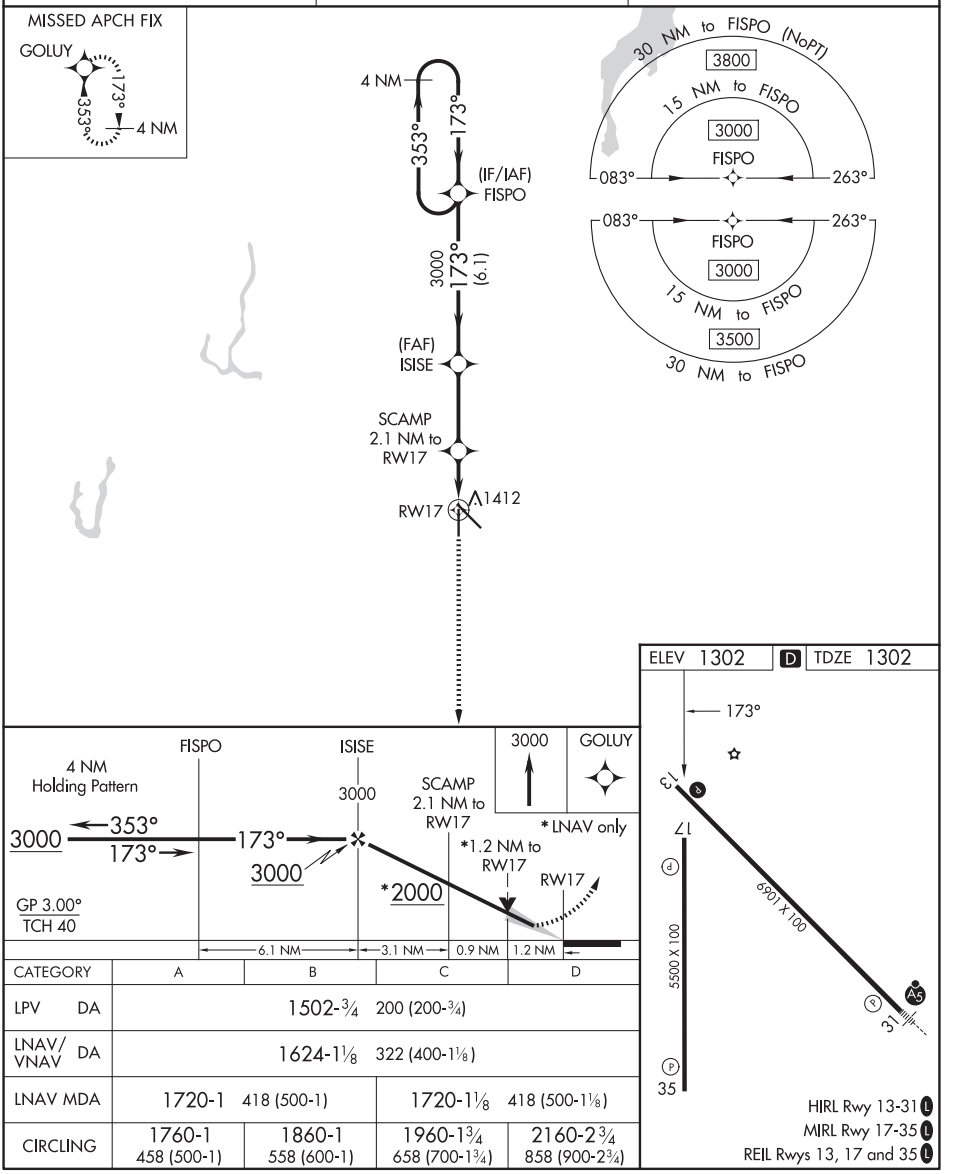
ABERDEEN RGNL (ABR)

WAAS	APP CRS	Rwy Ldg	5500
CH 56340	173°	TDZE	1302
W17A		Apt Elev	1302

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	MINNEAPOLIS CENTER	UNICOM
125.875	120.6 371.9	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1502-¾ 200 (200-¾)			
LNAV/VNAV DA	1624-1⅛ 322 (400-1⅛)			
LNAV MDA	1720-1 418 (500-1)		1720-1⅛ 418 (500-1⅛)	
CIRCLING	1760-1 458 (500-1)	1860-1 558 (600-1)	1960-1¾ 658 (700-1¾)	2160-2¾ 858 (900-2¾)

HIRL Rwy 13-31 L
MIRL Rwy 17-35 L
REIL Rwys 13, 17 and 35 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ABERDEEN, SOUTH DAKOTA | AL-642 (FAA) | 25219

RNAV (GPS) RWY 31
ABERDEEN RGNL (ABR)

WAAS	APP CRS	Rwy Ldg	6901
CH 42914	308°	TDZE	1301
W31A		Apt Elev	1302

RNP APCH - GPS.

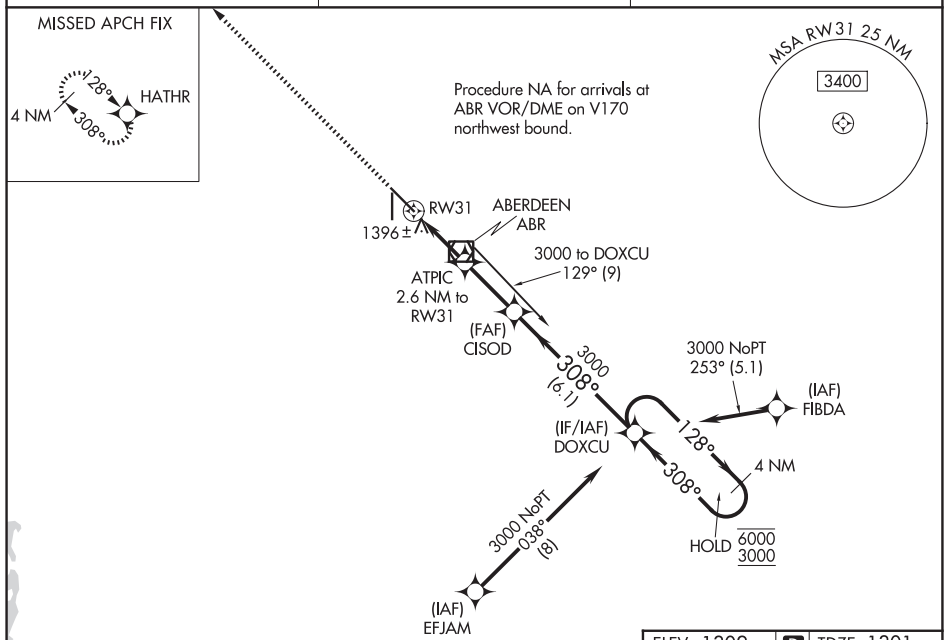
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility all Cats to ⅞ SM and LNAV visibility all Cats to 1 SM.

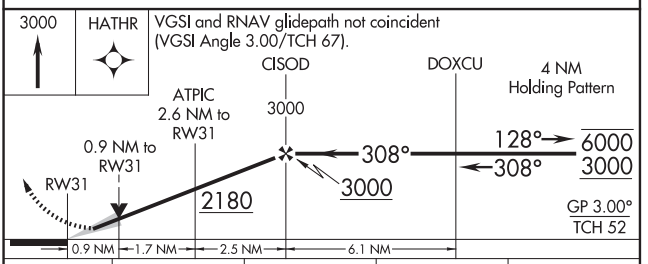
MALSR

MISSED APPROACH: Climb to 3000 direct HATHR and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.875	120.6 371.9	122.7 (CTAF) L

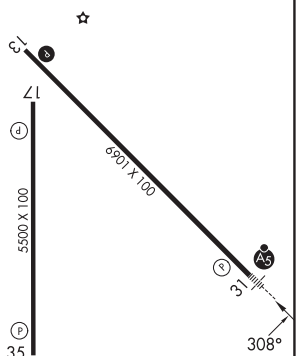
MISSED APCH FIX





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 D TDZE 1301



HIRL Rwy 13-31 L
MIRL Rwy 17-35 L
REIL Rwys 13, 17 and 35 L

ABERDEEN, SOUTH DAKOTA
Orig-C 25JAN24

45°27′N-98°25′W

ABERDEEN RGNL (ABR)
RNAV (GPS) RWY 31

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 65800 W35A	APP CRS 353°	Rwy Ldg 5500 TDZE 1300 Apt Elev 1302

RNAV (GPS) RWY 35

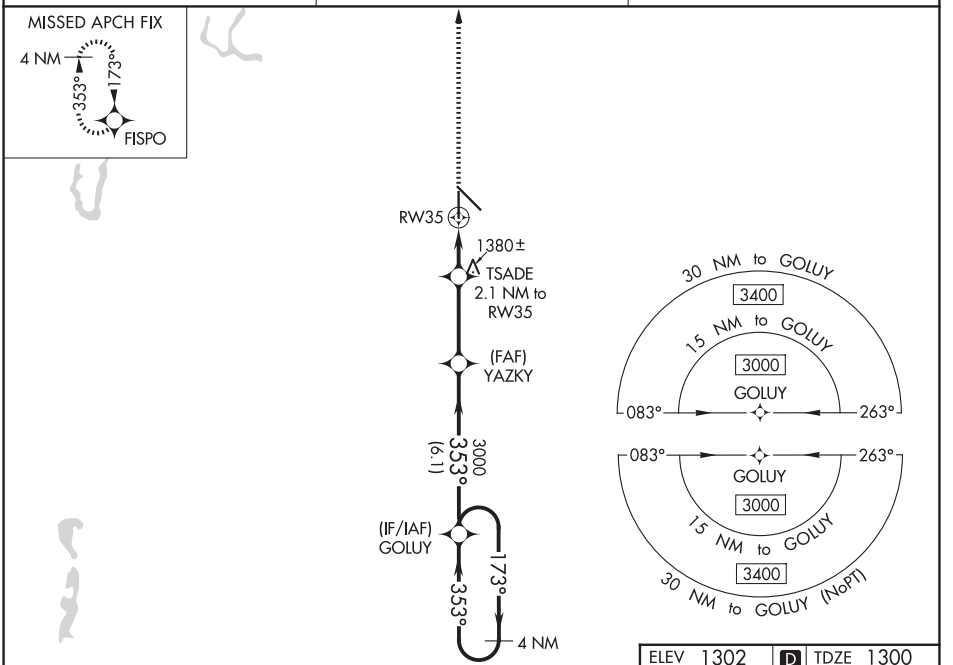
ABERDEEN RGNL (ABR)

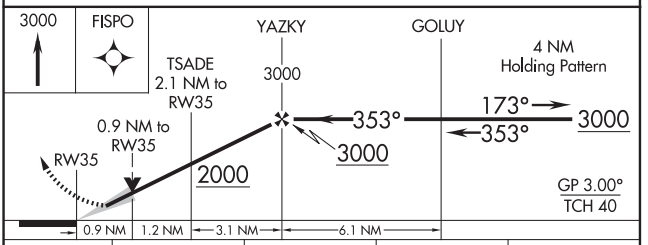
RNP APCH - GPS.

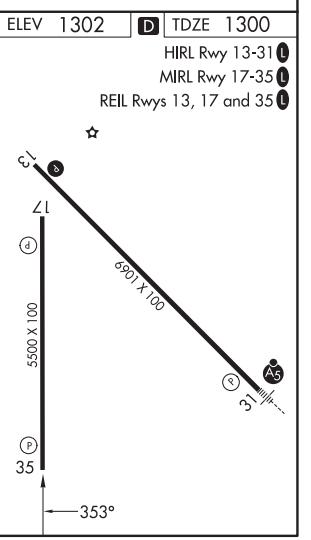
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct FISPO and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.875	120.6 371.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1500-¾ 200 (200-¾)			
LNAV/VNAV DA	1550-⅞ 250 (300-⅞)			
LNAV MDA	1640-1 340 (400-1)		1640-⅞ 340 (400-⅞)	
CIRCLING	1760-1 458 (500-1)	1860-1 558 (600-1)	1960-1¾ 658 (700-1¾)	2160-2¾ 858 (900-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

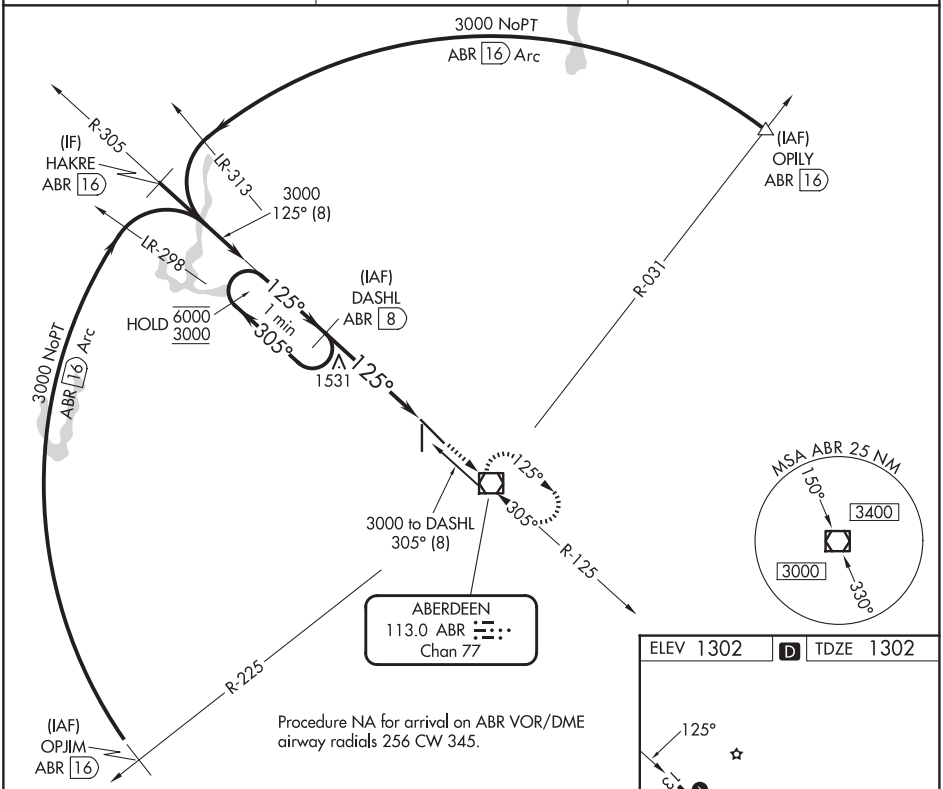
VOR RWY 13
ABERDEEN RGNL(ABR)

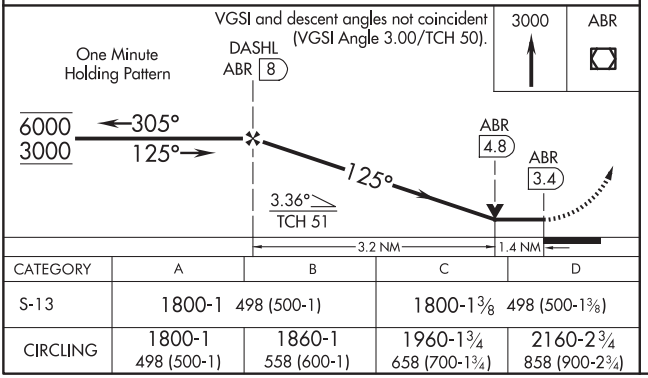
VOR/DME ABR	APP CRS	Rwy Ldg	6901
113.0	125°	TDZE	1302
Chan 77		Apt Elev	1302

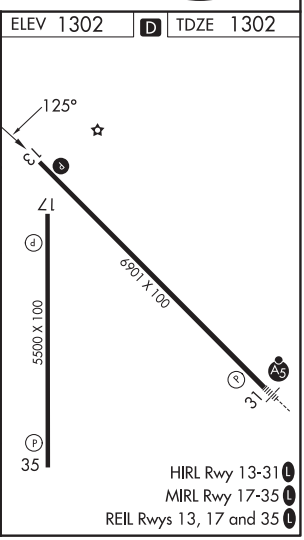
DME required.

MISSED APPROACH: Climb to 3000 direct ABR VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.875	120.6 371.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-13	1800-1 498 (500-1)		1800-1⅜ 498 (500-1⅜)	
CIRCLING	1800-1 498 (500-1)	1860-1 558 (600-1)	1960-1¾ 658 (700-1¾)	2160-2¾ 858 (900-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME ABR	APP CRS	Rwy Ldg	6901
113.0	304°	TDZE	1301
Chan 77		Apt Elev	1302

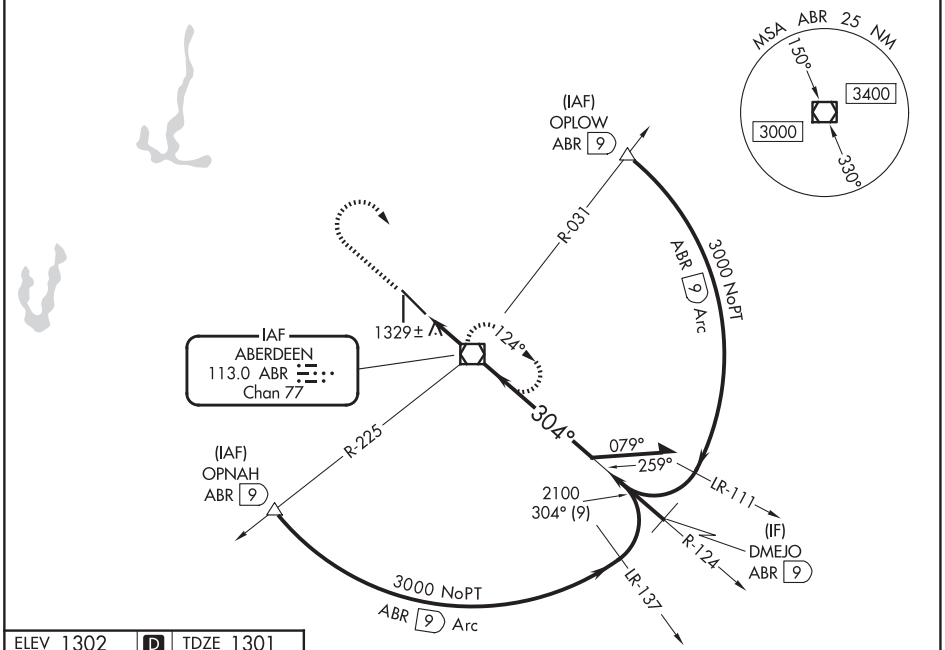
VOR RWY 31
ABERDEEN RGNL(ABR)

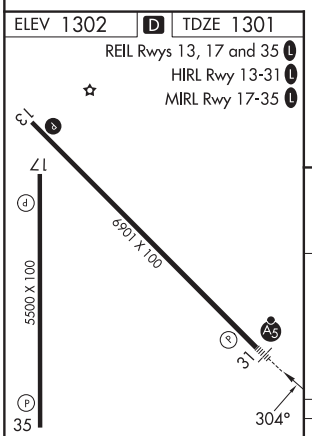
For inop ALS, increase S-31 Cat C visibility to 1 SM.

MALSR

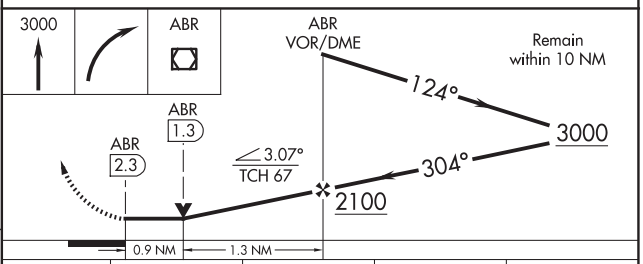
MISSED APPROACH: Climb to 3000 then right turn direct ABR VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.875	120.6 371.9	122.7 (CTAF) L





FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46



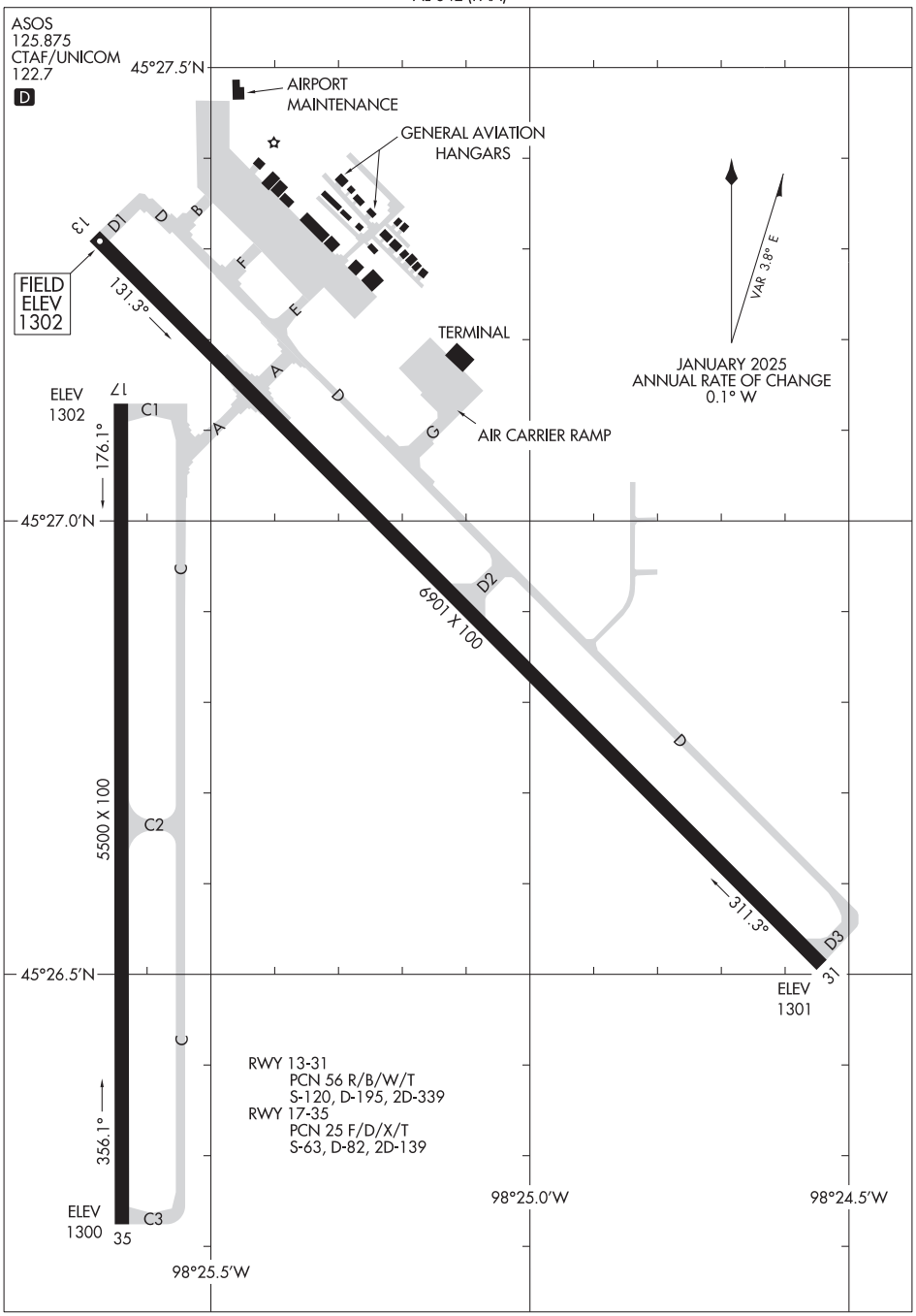
CATEGORY	A	B	C	D
S-31	1660-½ 359 (400-½)		1660-¾ 359 (400-¾)	NA
CIRCLING	1760-1 458 (500-1)	1860-1 558 (600-1)	1960-1¾ 658 (700-1¾)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

25219
AIRPORT DIAGRAM

ABERDEEN RGNL (ABR)
ABERDEEN, SOUTH DAKOTA

AL-642 (FAA)



AIRPORT DIAGRAM
25219
ABERDEEN, SOUTH DAKOTA
ABERDEEN RGNL (ABR)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3103
329°	TDZE	954
	Apt Elev	954

RNAV (GPS) RWY 33

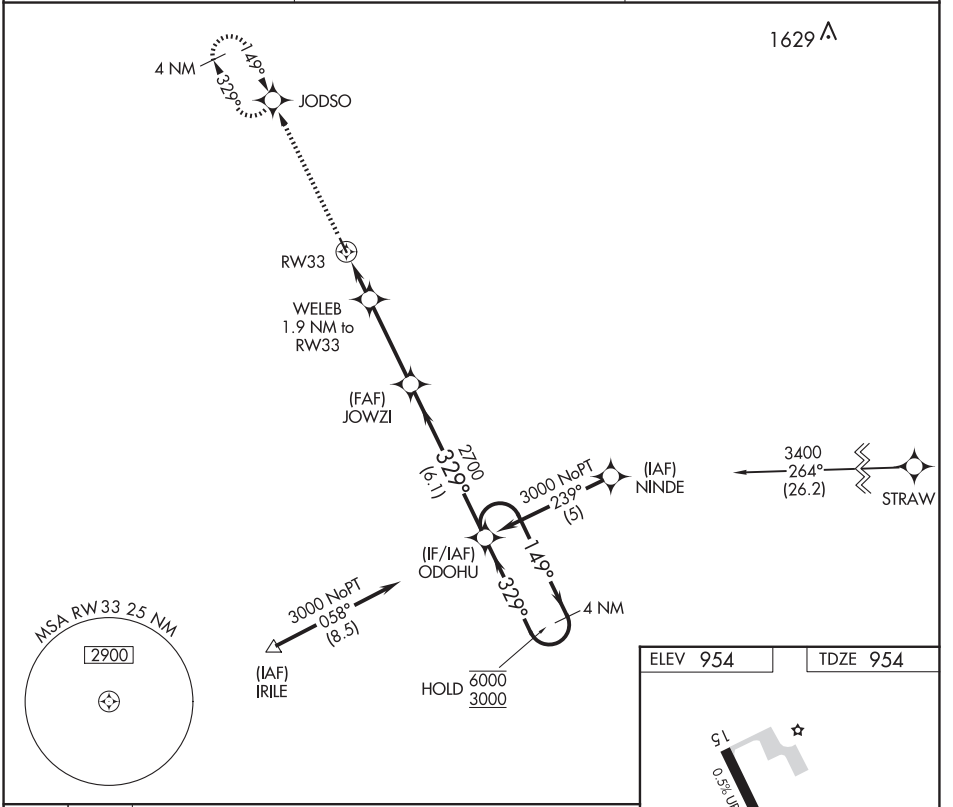
NORMAN COUNTY ADA/TWIN VALLEY (DØØ)

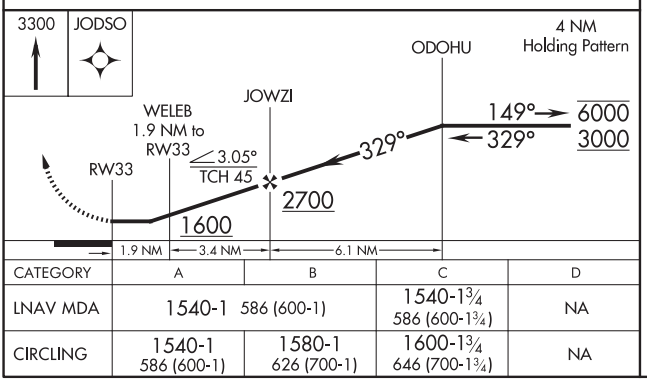
RNP APCH.

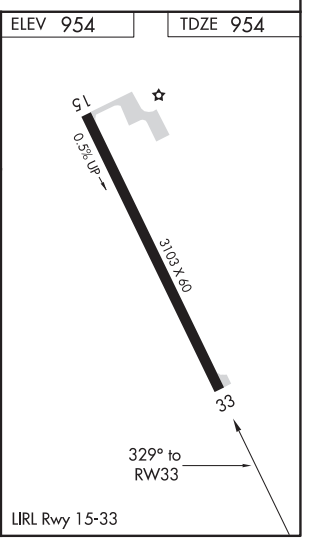
T NA Procedure NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA. Use Hector Intl altimeter setting.

MISSED APPROACH: Climb to 3300 direct JODSO and hold, continue climb-in-hold to 3300.

FAR ASOS	FARGO APP CON	CTAF
124.5 379.2	120.4 377.15	122.9







CATEGORY	A	B	C	D
LNAV MDA	1540-1 586 (600-1)		1540-1¾ 586 (600-1¾)	NA
CIRCLING	1540-1 586 (600-1)	1580-1 626 (700-1)	1600-1¾ 646 (700-1¾)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

AITKIN, MINNESOTA | AL-6406 (FAA) | 25051

WAAS	APP CRS	Rwy Idg	4000
CH 78131	164°	TDZE	1206
W16A		Apt Elev	1206

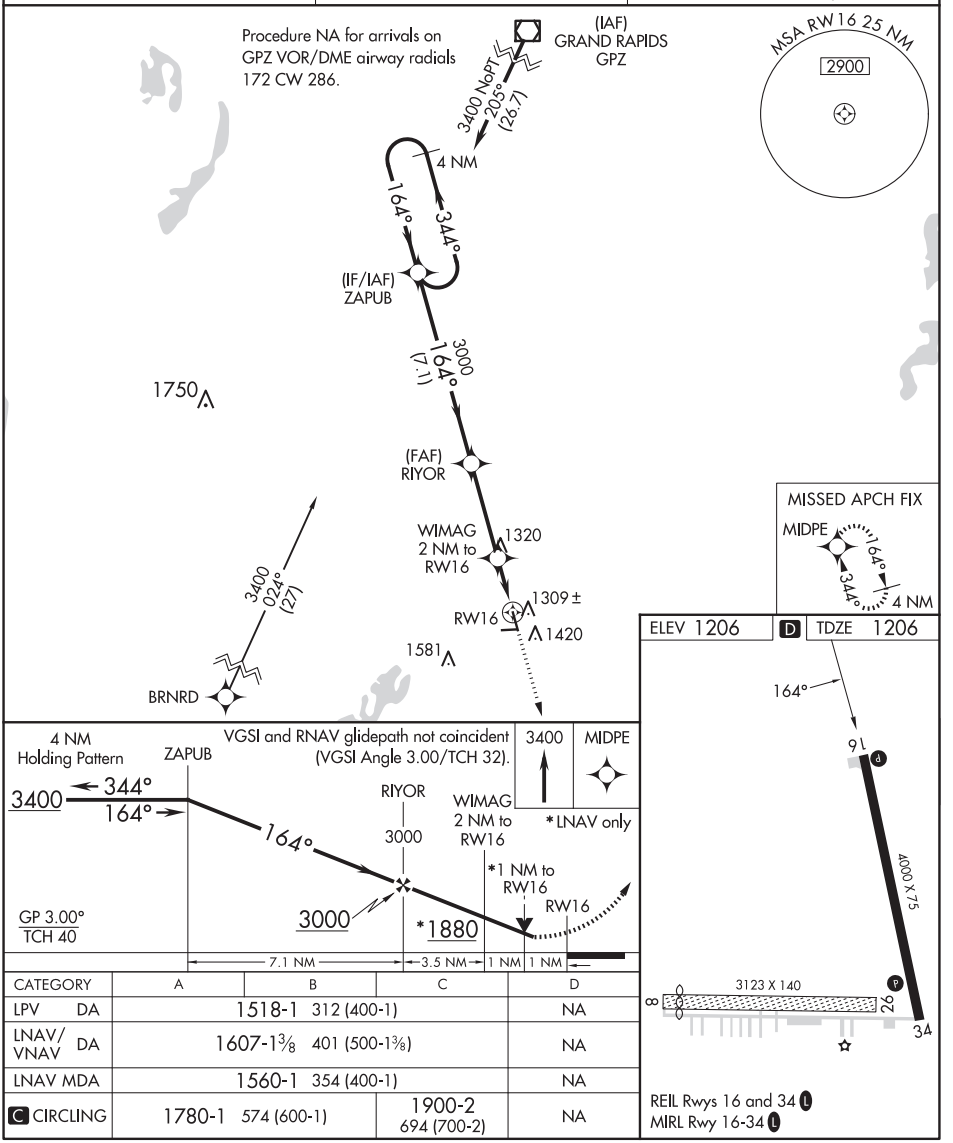
RNAV (GPS) RWY 16

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 ⅛ 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	MINNEAPOLIS CENTER	UNICOM
118.675	118.05 239.0	123.05 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1518-1 312 (400-1)			NA
LNAV/VNAV DA	1607-1⅜ 401 (500-1⅜)			NA
LNAV MDA	1560-1 354 (400-1)			NA
C CIRCLING	1780-1 574 (600-1)		1900-2 694 (700-2)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34

AITKIN MUNI/STEVE KURTZ FLD (AIT)

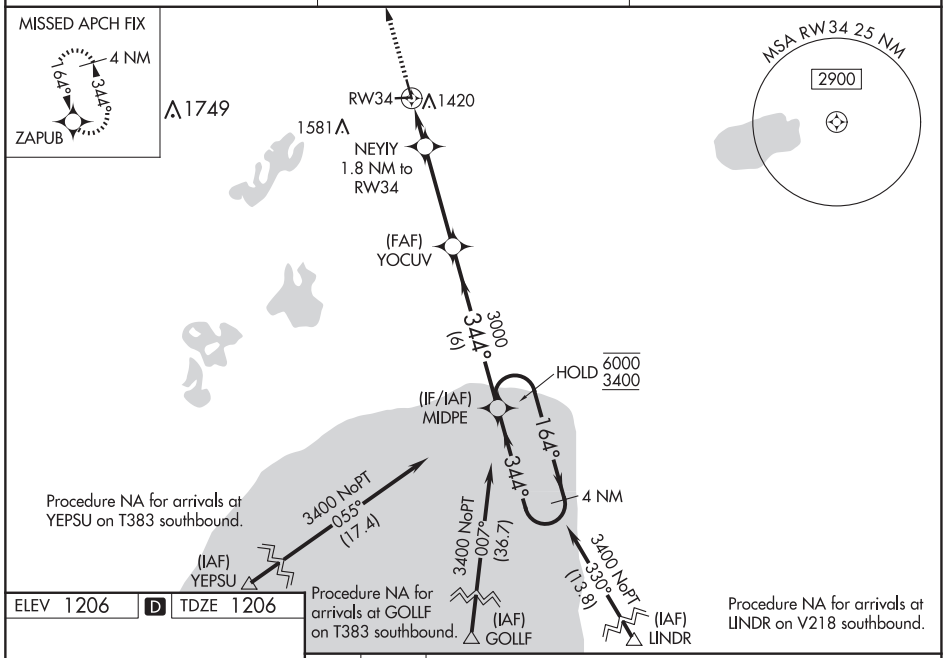
WAAS	APP CRS	Rwy Idg	4000
CH 82431	344°	TDZE	1206
W34A		Apt Elev	1206

RNP APCH - GPS.

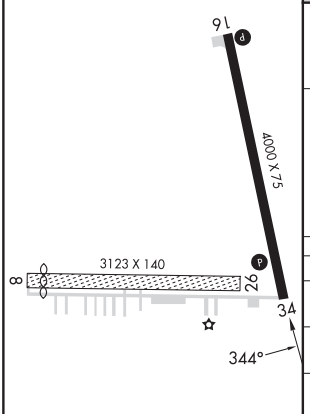
T A Circling NA to Rwys 8 and 26. Rwy 34 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using HZX altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use HZX altimeter setting: increase LPV DA to 1588 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 1660 feet and all visibilities ¼ SM; increase all MDAs 40 feet and LNAV visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3400 direct ZAPUB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.675	118.05 239.0	123.05 (CTAF) L



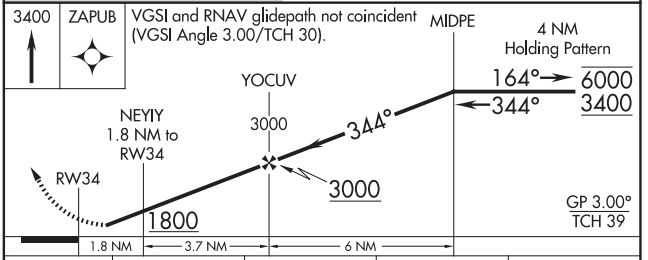
ELEV 1206 D TDZE 1206



REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

3400 ZAPUB

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).



CATEGORY	A	B	C	D
LPV DA	1548-1⅛ 342 (400-1⅛)			NA
LNAV/VNAV DA	1620-1⅜ 414 (500-1⅜)			NA
LNAV MDA	1720-1 514 (600-1)		1720-1⅜ 514 (600-1⅜)	NA
C CIRCLING	1780-1 574 (600-1)		1900-2 694 (700-2)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

ALBERT LEA MUNI (AEL)

WAAS	APP CRS	Rwy Idg	5000
CH 49204	167°	TDZE	1260
W17A		Apt Elev	1261

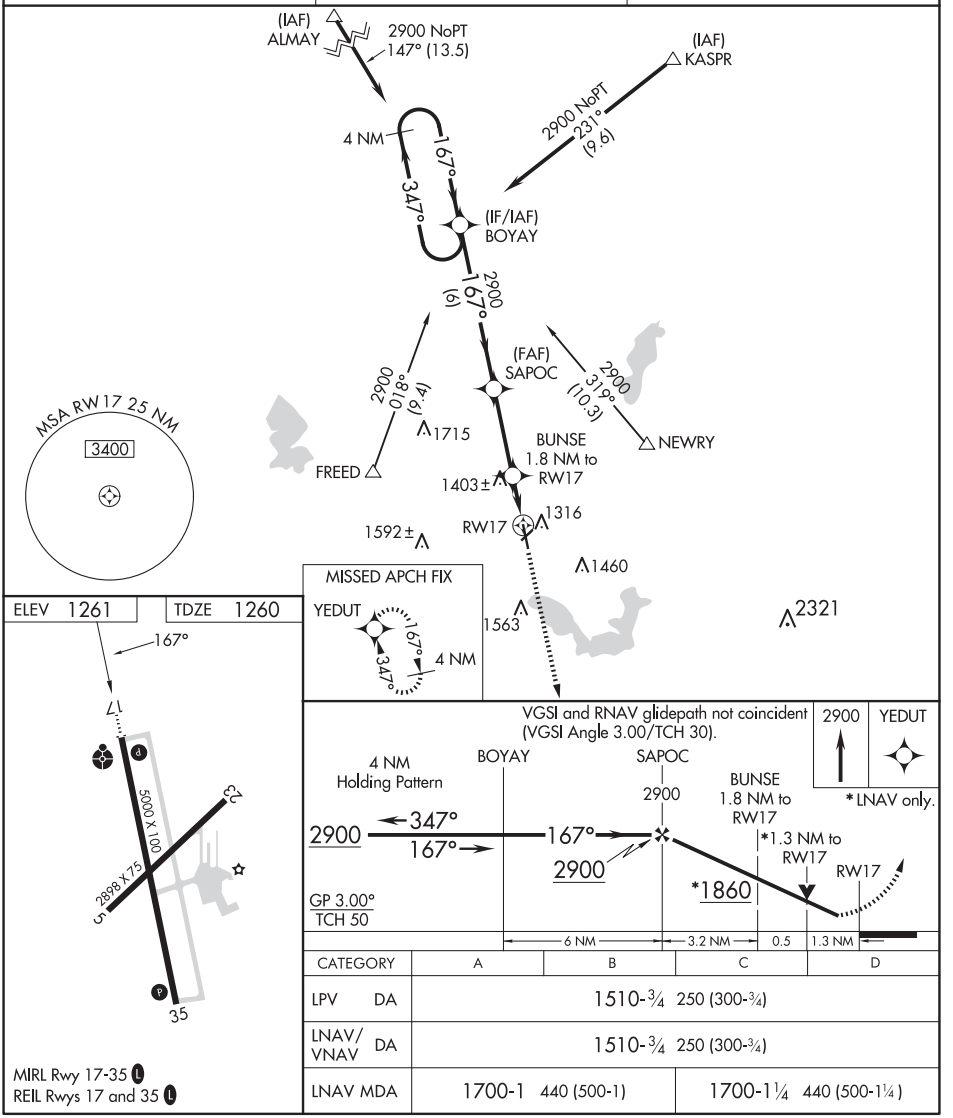
RNP APCH.

Baro-VNAV NA when using Austin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 36°C. Rwy 17 helicopter visibility reduction below ¾ SM NA. VDP NA with Austin altimeter setting. When local altimeter setting not received, use Austin altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LPV and LNAV/VNAV visibility ¼ mile all Cats, and LNAV Cat C/D visibility ⅛ mile.

ODALS

MISSED APPROACH: Climb to 2900 direct YEDUT and hold.

AWOS-3PT	ROCHESTER APP CON ★	UNICOM
119.575	119.8 251.125	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1510-¾ 250 (300-¾)			
LNAV/VNAV DA	1510-¾ 250 (300-¾)			
LNAV MDA	1700-1 440 (500-1)		1700-1¼ 440 (500-1¼)	

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RNAV (GPS) RWY 35

ALBERT LEA MUNI (AEL)

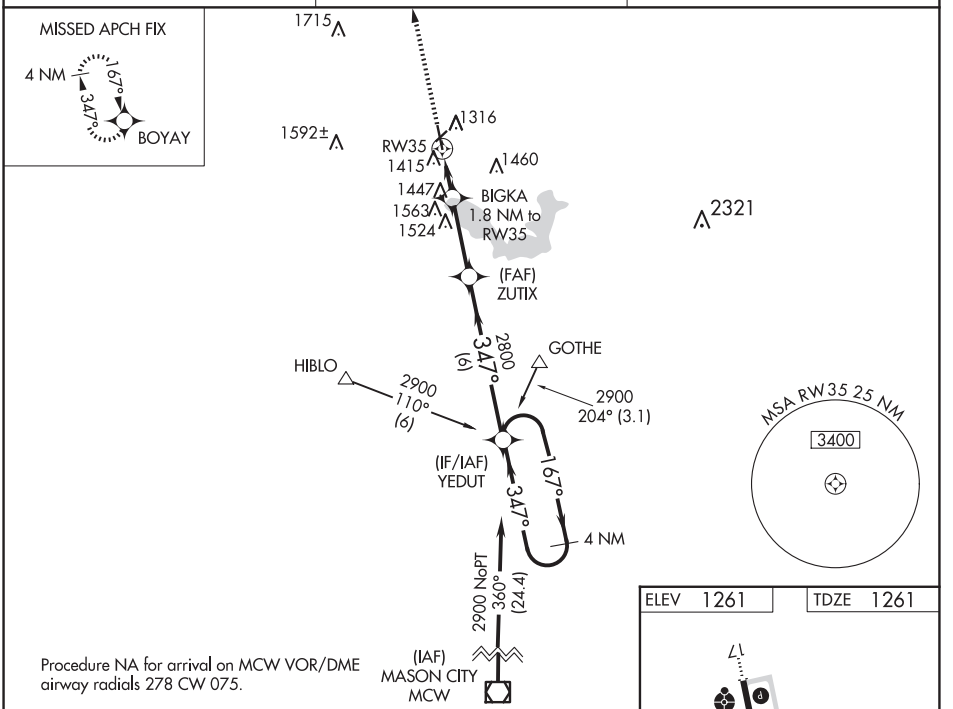
WAAS	APP CRS	Rwy Idg	5000
CH **53625**	**347°**	TDZE	**1261**
W35A		Apt Elev	**1261**

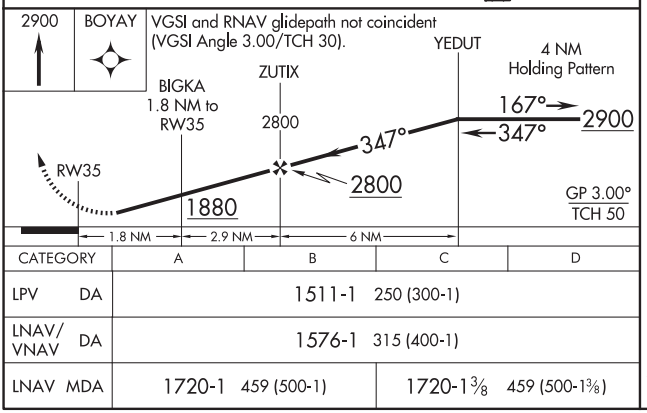
RNP APCH-GPS.

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.

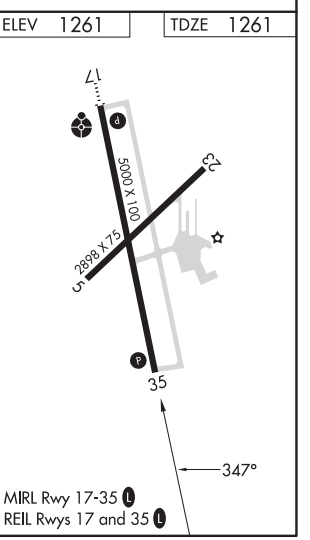
MISSED APPROACH: Climb to 2900 direct BOYAY and hold.

AWOS-3PT	ROCHESTER APP CON ★	UNICOM
119.575	**119.8 251.125**	**123.0** (CTAF) L





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)		1720-1⅜ 459 (500-1⅜)	



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR RWY 17

ALBERT LEA MUNI (AEL)

VOR/DME AEL	APP CRS	Rwy Idg	5000
109.8	173°	TDZE	1260
Chan 35		Apt Elev	1261

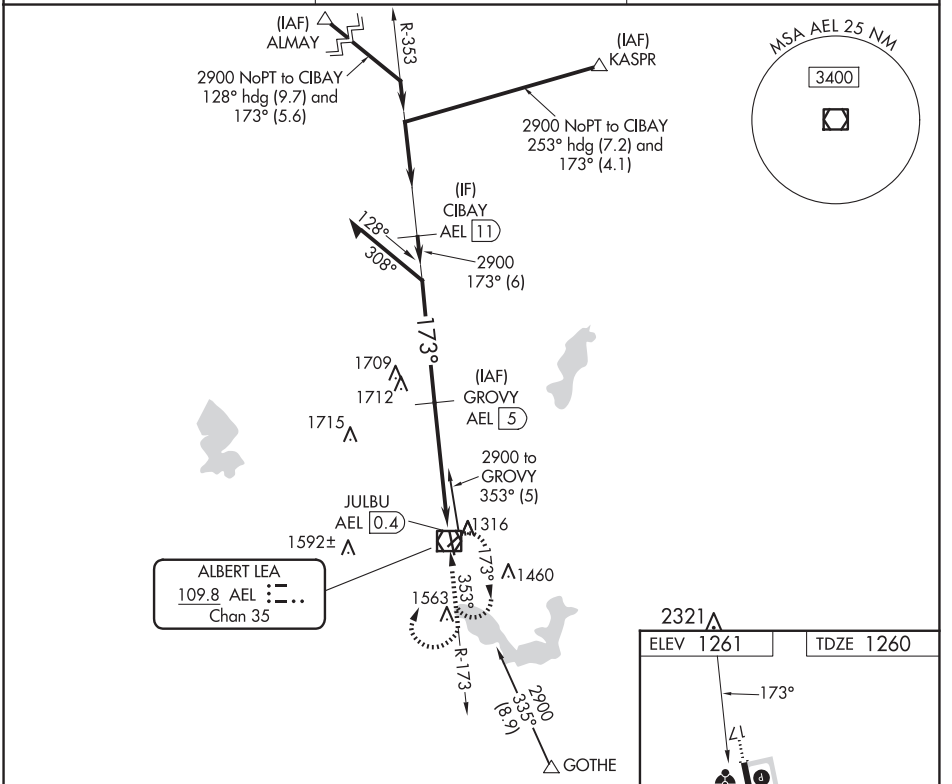
DME required.

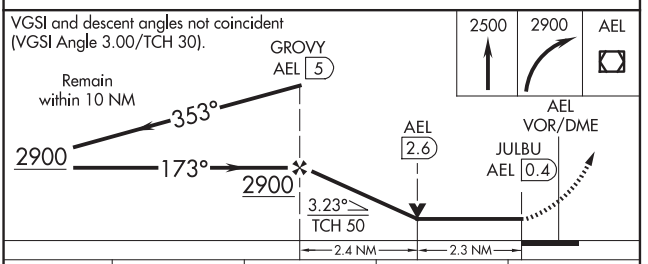
Circling Rwy 5, 23 NA at night. Rwy 17 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Austin altimeter setting: increase all MDA 60 feet; increase S-17 Cat C/D visibility ½ SM and Circling Cat A/C/D visibility ¼ SM.

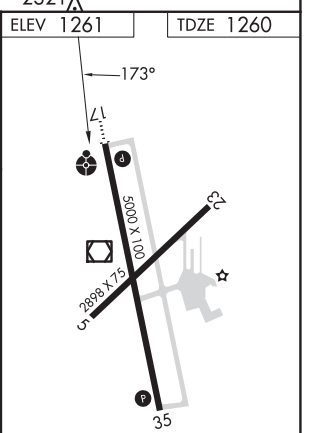
ODALS

MISSED APPROACH: Climb to 2500 then climbing right turn to 2900 direct AEL VOR/DME and hold.

AWOS-3PT	ROCHESTER APP CON ★	UNICOM
119.575	119.8 251.125	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-17	2020-1 760 (800-1)		2020-2 760 (800-2)	
CIRCLING	2020-1 759 (800-1)	2020-1¼ 759 (800-1¼)	2020-2¼ 759 (800-2¼)	2040-2½ 779 (800-2½)

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 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)

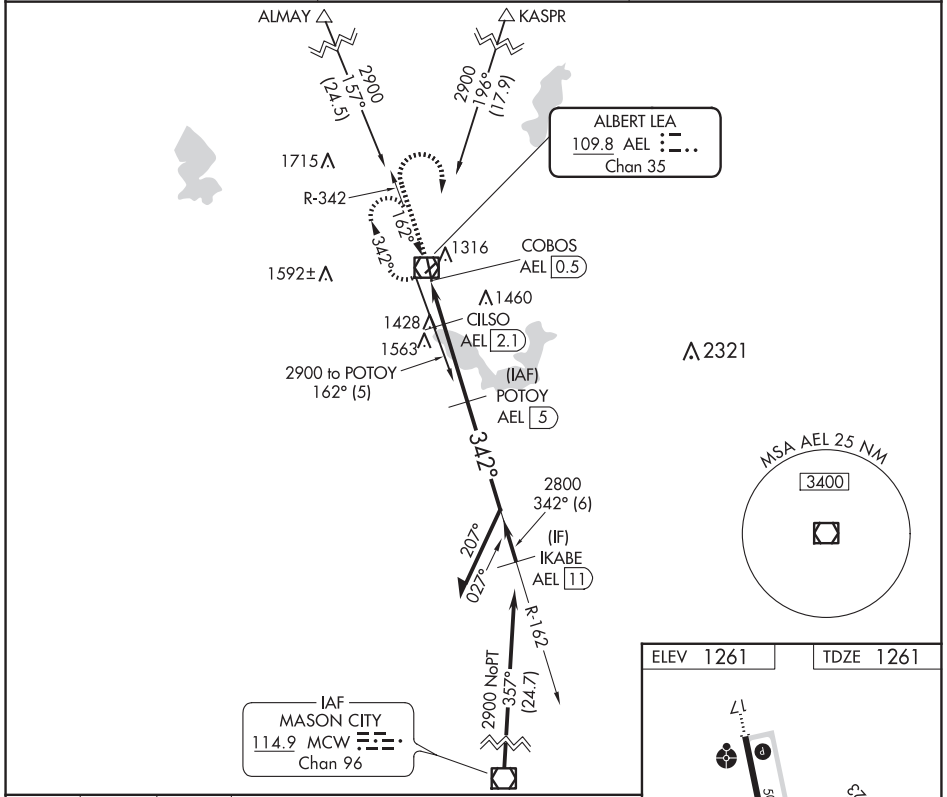
DME required.

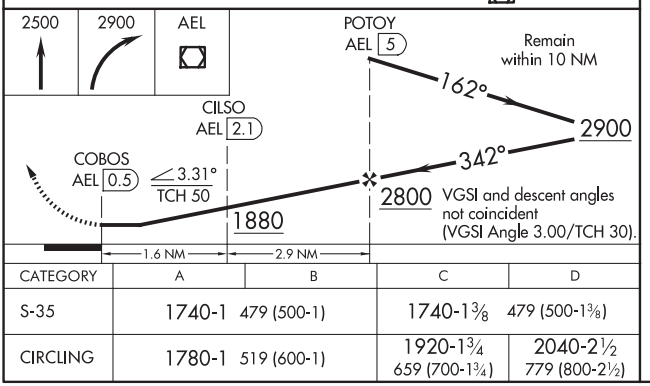
Circling Rwy 5, 23 NA at night.

Rwy 35 helicopter visibility reduction below ¾ SM NA.

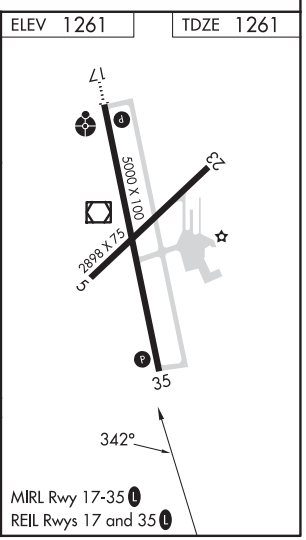
MISSED APPROACH: Climb to 2500 then climbing right turn to 2900 direct AEL VOR/DME and hold.

AWOS-3PT	ROCHESTER APP CON ★	UNICOM
119.575	119.8 251.125	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-35	1740-1 479 (500-1)		1740-1⅜ 479 (500-1⅜)	
CIRCLING	1780-1 519 (600-1)		1920-1¾ 659 (700-1¾)	2040-2½ 779 (800-2½)



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 31

ALEXANDRIA RGNL/CHANDLER FLD (AXN)

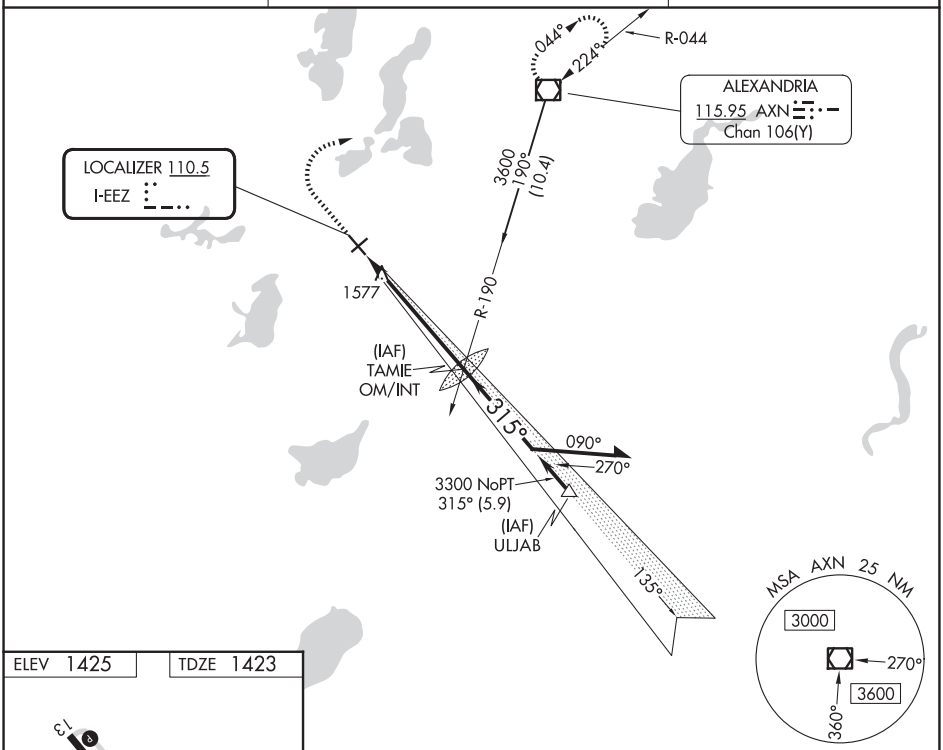
LOC I-EEZ	APP CRS	Rwy Ldg	5099
110.5	315°	TDZE	1423
		Apt Elev	1425

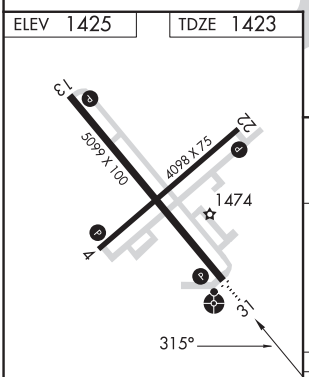
T NA — Inoperative table does not apply to S-LOC 31 Category C.

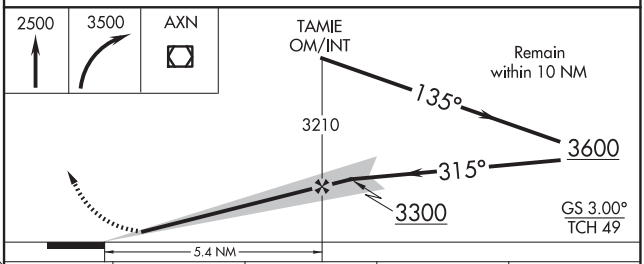
ODALS

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 direct AXN VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	126.1 269.2	123.0 (CTAF) L







REIL Rwys 4, 13, and 22 L
MIRL Rwys 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

CATEGORY	A	B	C	D
S-ILS 31	1673-¾ 250 (300-¾)			
S-LOC 31	1840-¾ 417 (500-¾)		1840-1¼ 417 (500-1¼)	
CIRCLING	1920-1 495 (500-1)		1940-1½ 515 (600-1½)	2000-2 575 (600-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	4098
CH 90245	045°	TDZE	1425
W04A		Apt Elev	1425

RNAV (GPS) RWY 4

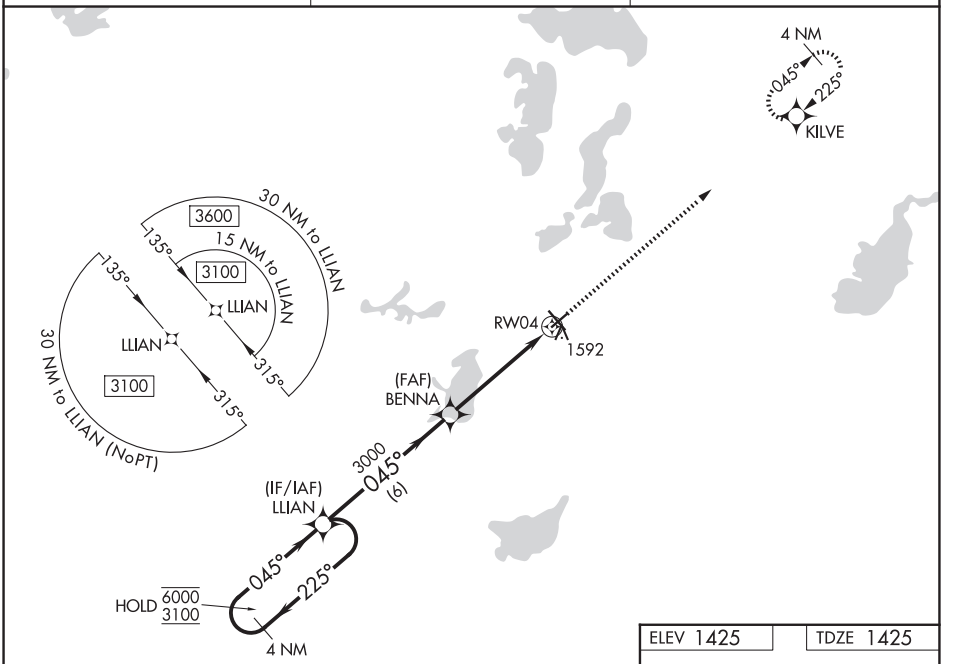
ALEXANDRIA RGNL/CHANDLER FLD (AXN)

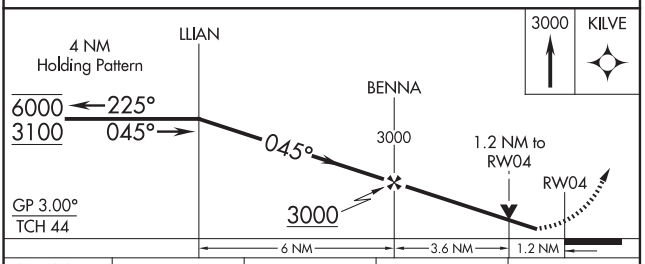
RNP APCH - GPS.

Rwy 4 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 3000 direct KILVE and hold.

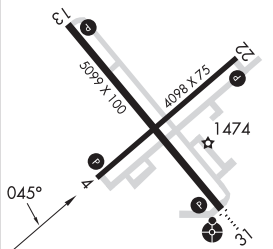
ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	126.1 269.2	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1675-1 250 (300-1)			
LNAV/VNAV DA	1826-1⅛ 401 (500-1⅛)			
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)

ELEV 1425 TDZE 1425



REIL Rwys 4, 13, and 22 L
MIRL Rwys 4-22 and 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH **50245** **W13A**	APP CRS **135°**	Rwy Ldg **5099** TDZE **1424** Apt Elev **1425**

RNAV (GPS) RWY 13

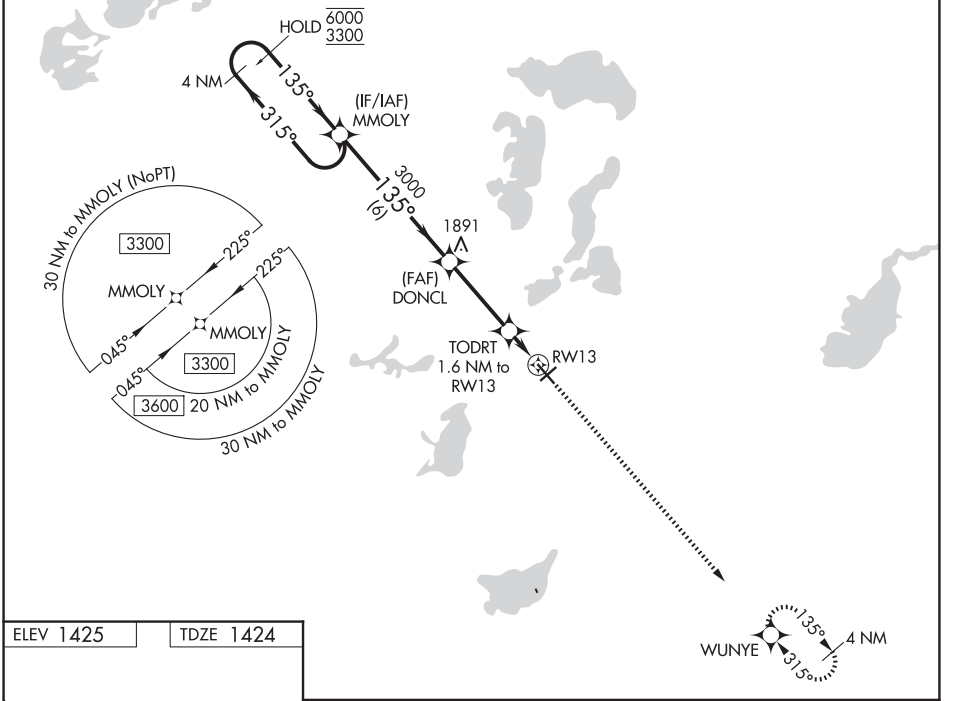
ALEXANDRIA RGNL/CHANDLER FLD (AXN)

RNP APCH - GPS.

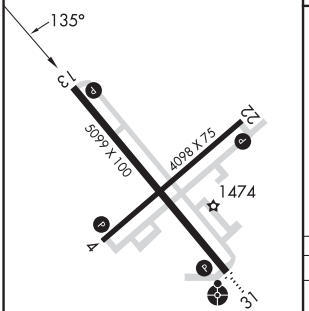
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 3600 direct WUNYE and hold.

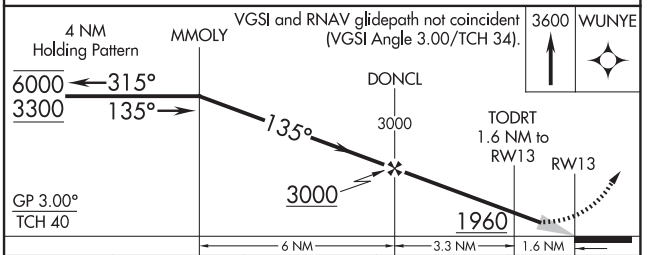
ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	**126.1 269.2**	**123.0** (CTAF) L



ELEV 1425 TDZE 1424



REIL Rwys 4, 13, and 22 L
MIRL Rwys 4-22 and 13-31 L



CATEGORY	A	B	C	D
LPV DA	1674-1 250 (300-1)			
LNAV/VNAV DA	1721-1 297 (300-1)			
LNAV MDA	1800-1 376 (400-1)			
CIRCLING	1900-1 475 (500-1)		1940-1½ 515 (600-1½)	2000-2 575 (600-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 48917 W22A	APP CRS 225°	Rwy Ldg 4098 TDZE 1424 Apt Elev 1425

RNAV (GPS) RWY 22

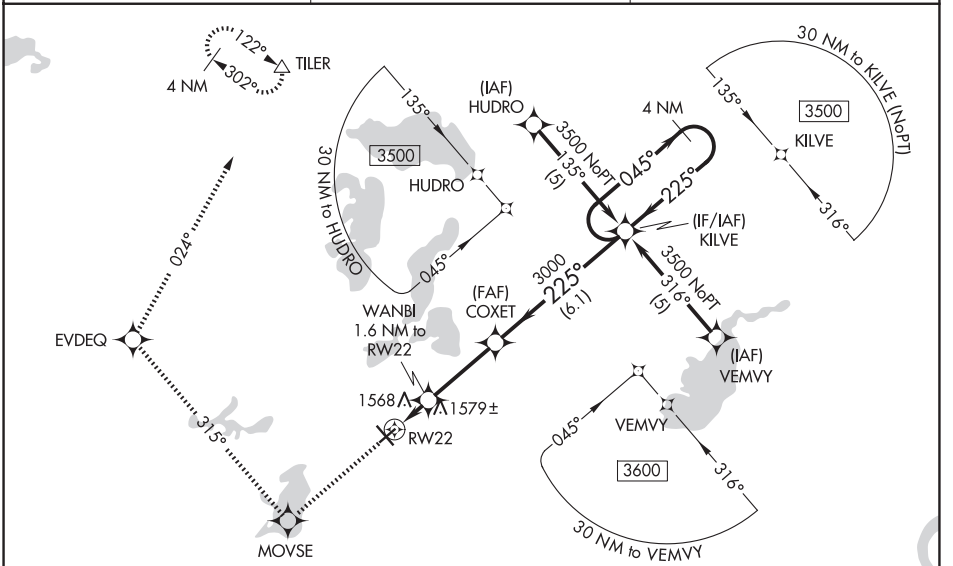
ALEXANDRIA RGNL/CHANDLER FLD (AXN)

RNP APCH.

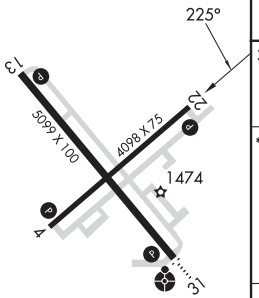
Baro-VNAV NA when using Glenwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. When local altimeter setting not received, use Glenwood altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LNAV/VNAV all Cats and LNAV Cat D visibility 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.

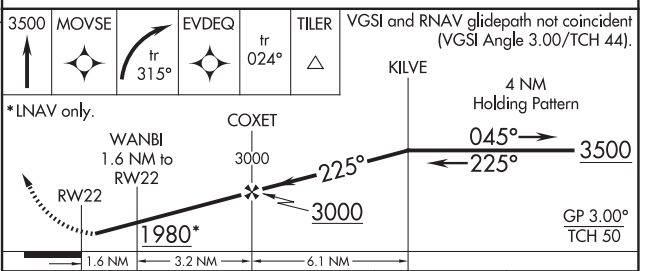
ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	126.1 269.2	123.0 (CTAF) L



ELEV 1425 TDZE 1424



REIL Rwys 4, 13, and 22 L
MIRL Rwys 4-22 and 13-31 L



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)	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	5099
CH 61007	315°	TDZE	1423
W31A		Apt Elev	1425

RNAV (GPS) RWY 31

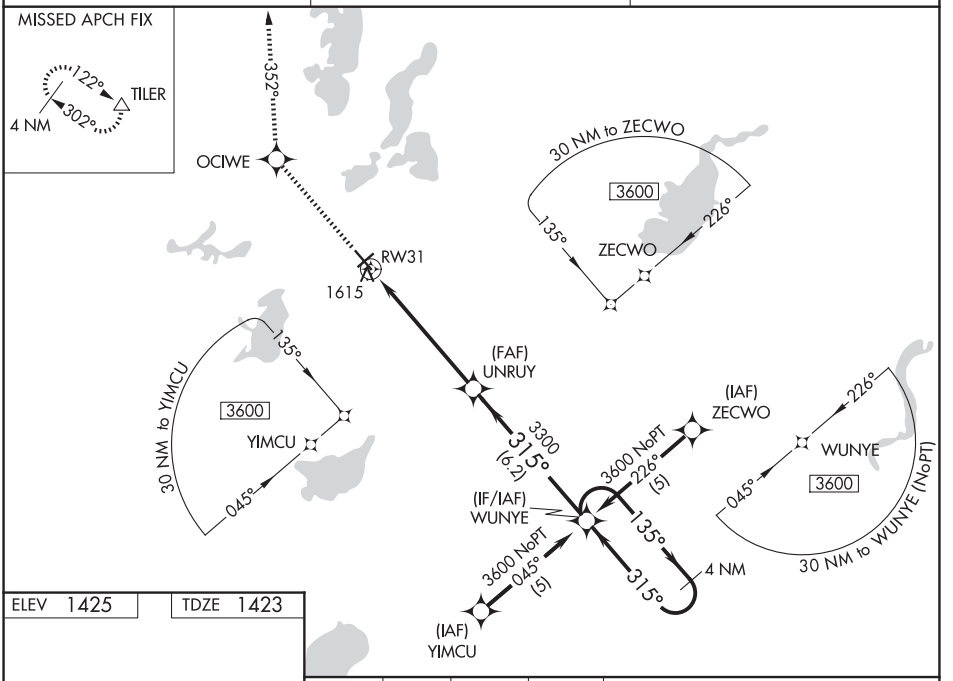
ALEXANDRIA RGNL/CHANDLER FLD (AXN)

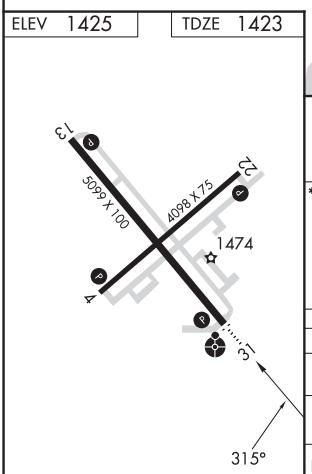
T A Inoperative table does not apply to LPV & LNAV/VNAV Cats A/B/C and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. VDP and Baro-VNAV NA when using Glenwood altimeter setting. When local altimeter setting not received, use Glenwood altimeter setting and increase all DAs/MDAs 40 feet and increase LPV and LNAV/VNAV visibilities ¼ mile all Cats.

ODALS

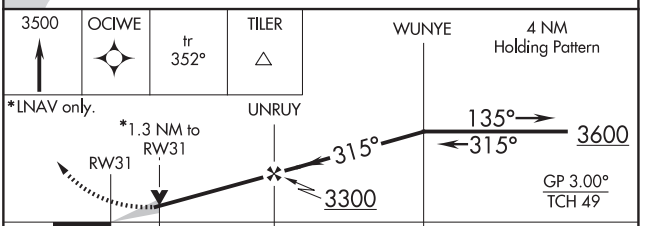
MISSED APPROACH: Climb to 3500 direct OCIWE and via 352° track to TILER and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	126.1 269.2	123.0 (CTAF) L





REIL Rwys 4, 13, and 22 L
MIRL Rwys 4-22 and 13-31 L



CATEGORY	A	B	C	D
LPV DA	1815-1¼ 392 (400-1¼)			
LNAV/VNAV DA	1885-1½ 462 (500-1½)			
LNAV MDA	1880-¾ 457 (500-¾)		1880-1¼ 457 (500-1¼)	1880-1½ 457 (500-1½)
CIRCLING	1920-1 495 (500-1)		1940-1½ 515 (600-1½)	2000-2 575 (600-2)

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NC-1, 07 AUG 2025 to 02 OCT 2025

VOR RWY 22

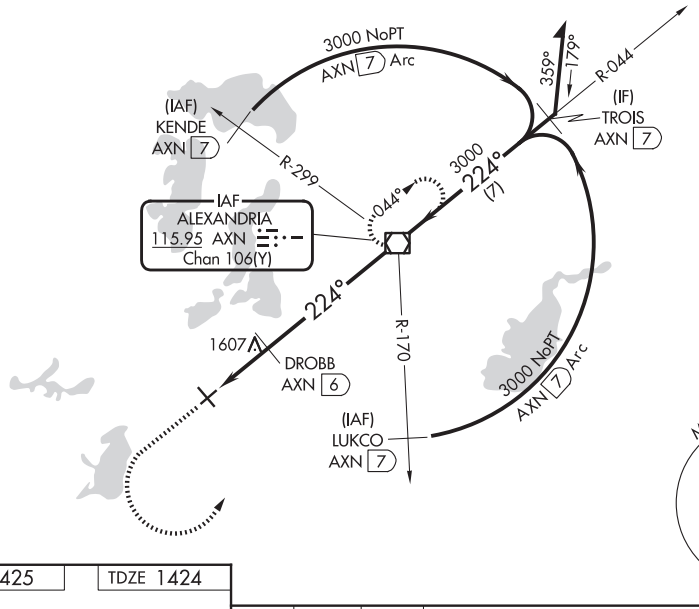
ALEXANDRIA RGNL/CHANDLER FLD (AXN)

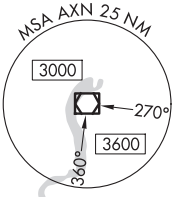
VOR/DME AXN	APP CRS	Rwy Ldg	4098
115.95	224°	TDZE	1424
Chan 106 (Y)		Apt Elev	1425

T A Rwy 22 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use GHW altimeter setting and increase all MDAs 40 feet.

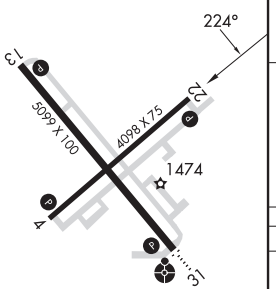
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct to AXN VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	126.1 269.2	123.0 (CTAF) L



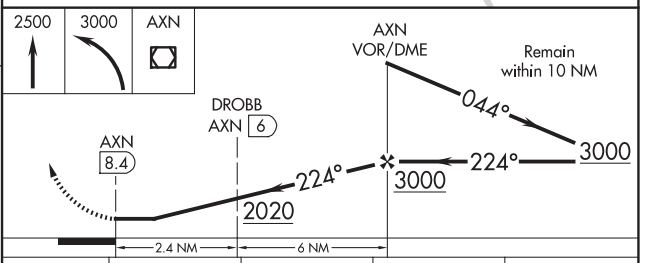


ELEV 1425 TDZE 1424



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



CATEGORY	A	B	C	D
S-22	2020-1 596 (600-1)		2020-1¾ 596 (600-1¾)	
CIRCLING	2020-1 595 (600-1)		2020-1¾ 595 (600-1¾)	2020-2 595 (600-2)
DROBB FIX MINIMUMS				
S-22	1880-1 456 (500-1)		1880-1⅜ 456 (500-1⅜)	
CIRCLING	1920-1 495 (500-1)		1940-1½ 515 (600-1½)	2000-2 575 (600-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APPLETON, MINNESOTA | AL-9142 (FAA) | 22363

RNAV (GPS) RWY 13

APPLETON MUNI (AQP)

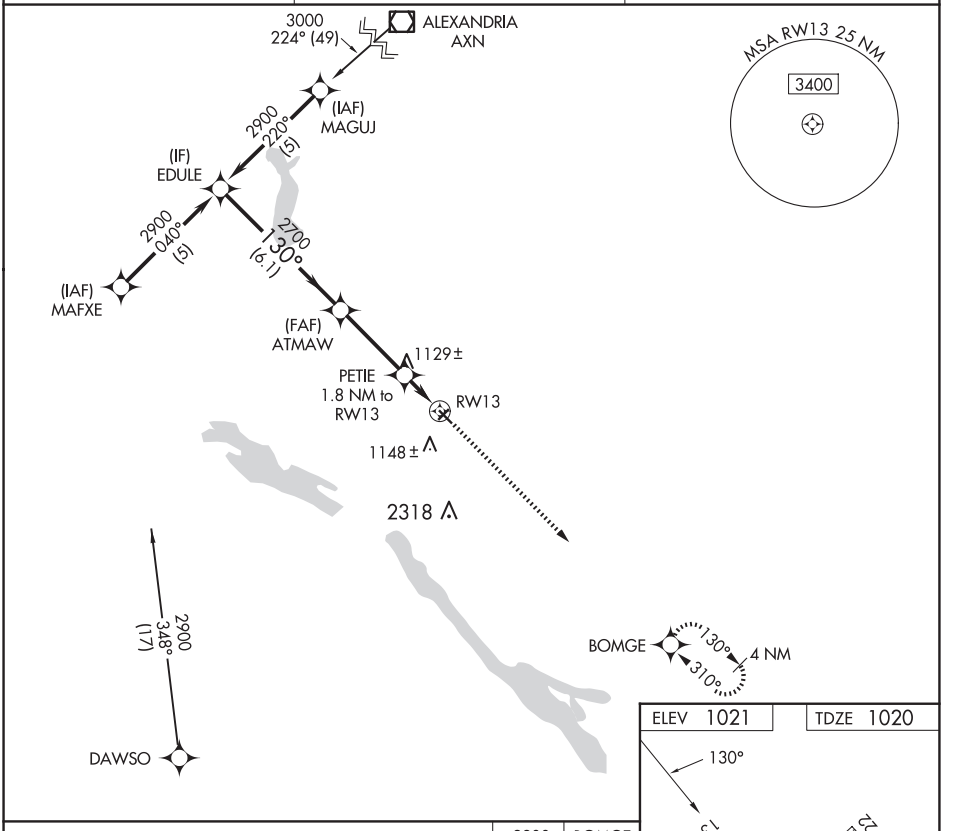
APP CRS	Rwy Idg	TDZE	Apt Elev
130°	3500	1020	1021

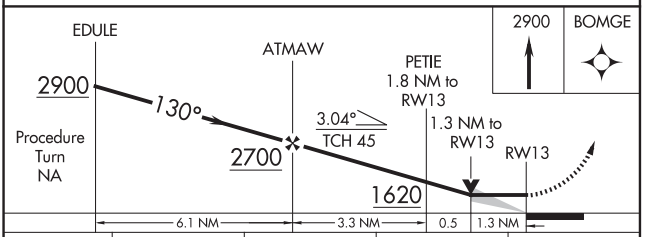
RNP APCH-GPS.

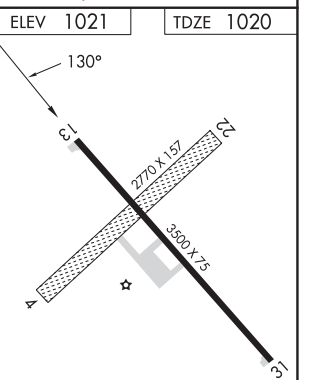
When local altimeter setting not received, use Benson altimeter setting and increase all MDAs 40 feet, and increase Circling Cat C visibility ¼ SM. VDP NA with Benson altimeter setting. Circling Rwy 13, 31 NA at night. Circling NA to Rwys 4 and 22.

MISSED APPROACH: Climb to 2900 direct BOMGE and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.5	127.1 290.2	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1480-1 460 (500-1)		1480-1¼ 460 (500-1¼)	NA
CIRCLING	1480-1 459 (500-1)		1900-2½ 879 (900-2½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 58047 W15A	APP CRS 151°	Rwy Ldg 4364 TDZE 2030 Apt Elev 2034

RNAV (GPS) RWY 15

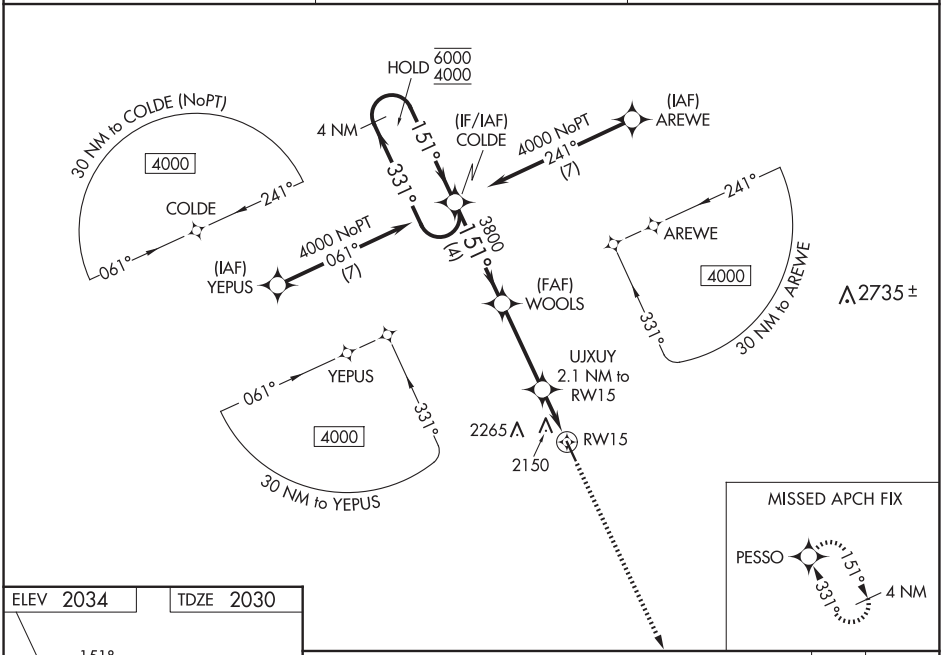
ASHLEY MUNI (ASY)

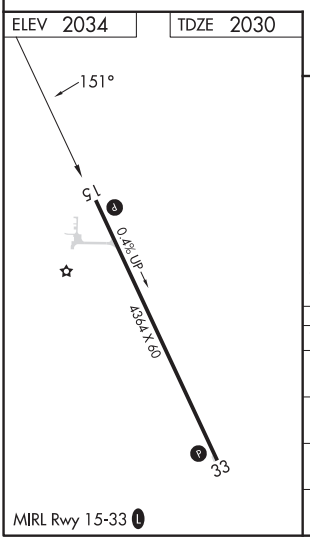
RNP APCH - GPS.

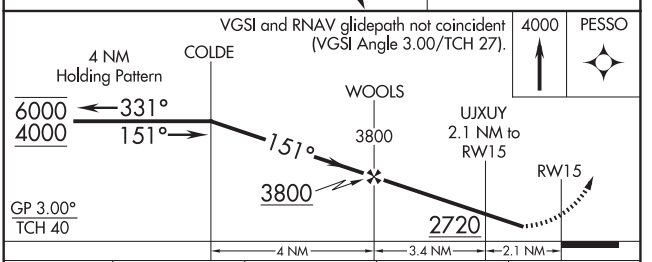
T A NA Baro-VNAV NA. Rwy 15 helicopter visibility reduction below ¾ SM NA. Use 7L2 altimeter setting; when not received, use MBG altimeter setting and increase LPV DA to 2448 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 2477 feet and all visibilities ¼ SM. Increase all MDAs 40 feet and LNAV 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	MINNEAPOLIS CENTER	CTAF
118.175	135.25 256.7	122.9 L







CATEGORY	A	B	C	D
LPV DA	2408-1 378 (400-1)			
LNAV/VNAV DA	2437-1⅛ 407 (500-1⅛)			
LNAV MDA	2540-1 510 (600-1)		2540-1⅜ 510 (600-1⅜)	
CIRCLING	2600-1 566 (600-1)	2700-1 666 (700-1)	2700-1¾ 666 (700-1¾)	2800-2½ 766 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 33

ASHLEY MUNI (ASY)

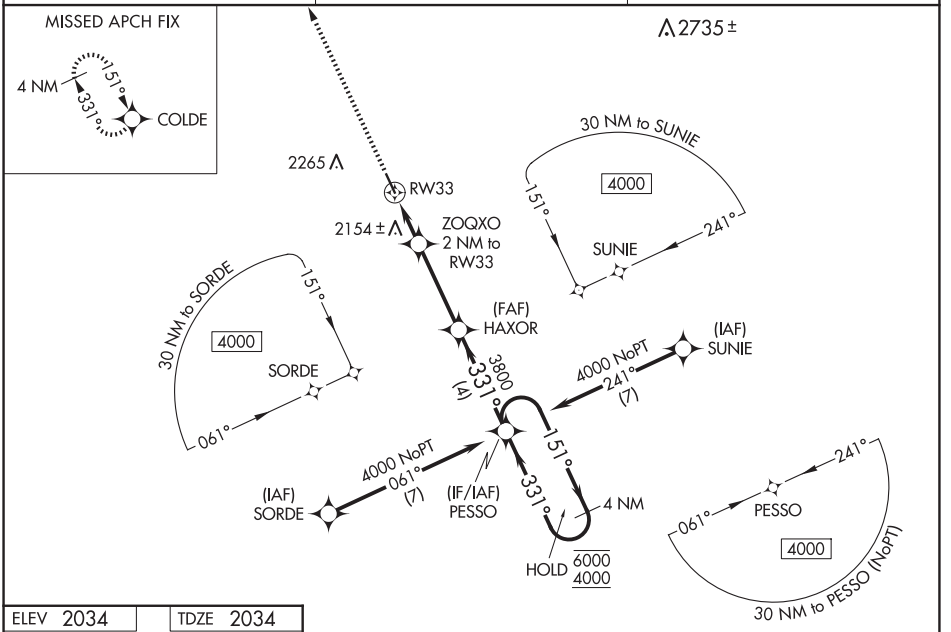
WAAS	APP CRS	Rwy Ldg	4364
CH 62947	331°	TDZE	2034
W33A		Apt Elev	2034

RNP APCH - GPS.

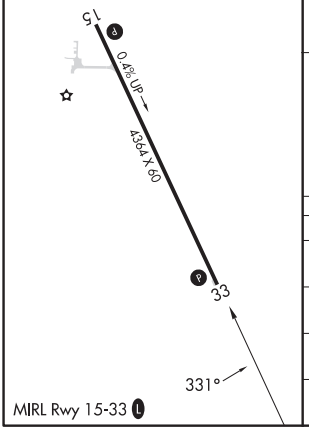
Baro-VNAV NA. Use 7L2 altimeter setting; when not received, use MBG altimeter setting and increase LPV DA to 2400 feet; increase LNAV/VNAV DA to 2450 feet and all visibilities ⅛ SM. Increase all MDAs 40 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C ¼ SM.

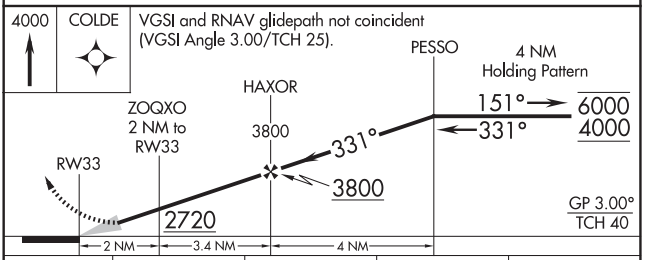
MISSED APPROACH: Climb to 4000 direct COLDE and hold.

7L2 AWOS-3	MINNEAPOLIS CENTER	CTAF
118.175	135.25 256.7	122.9 L



ELEV 2034 TDZE 2034





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)		2540-1⅜ 506 (600-1⅜)	
CIRCLING	2600-1 566 (600-1)	2700-1 666 (700-1)	2700-1¾ 666 (700-1¾)	2800-2½ 766 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 35

AUSTIN MUNI (AUM)

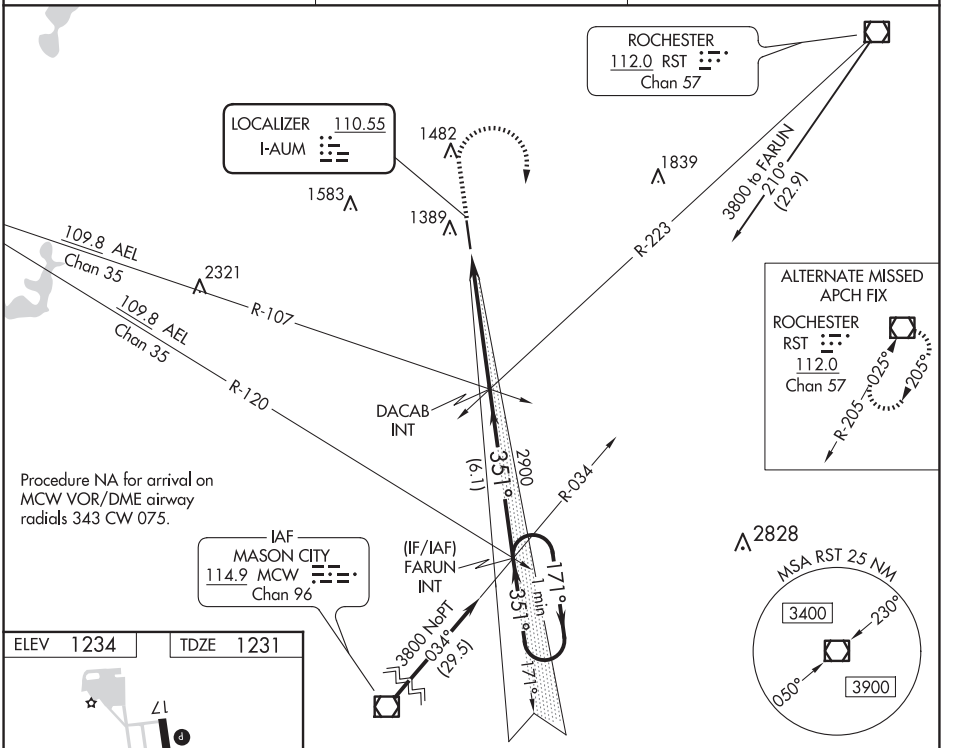
LOC I-AUM	APP CRS	Rwy Idg	5800
110.55	351°	TDZE	1231
		Apt Elev	1234

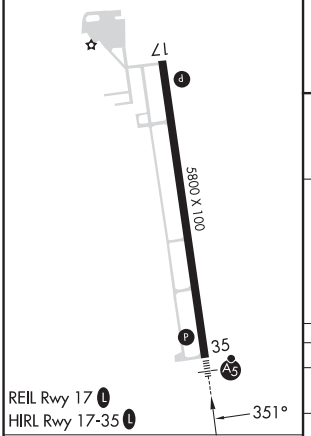
T NA When local altimeter setting not received, use Albert Lea altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase Circling Cat C/D visibility ¼ SM. For inoperative MALSR, increase S-LOC 35 Cats C and D visibility to 1⅜ mile.

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	ROCHESTER APP CON ★	UNICOM
119.025	119.8 251.125	122.7 (CTAF) L



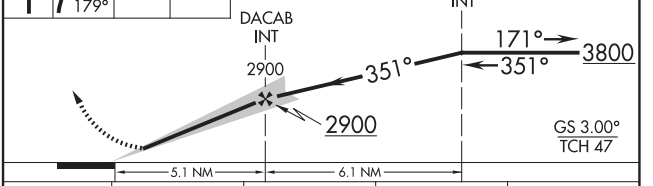


Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

1800	3800 hdg 179°	MCW R-034	FARUN INT

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 42).

One Minute Holding Pattern



CATEGORY	A	B	C	D
S-ILS 35	1431-½ 200 (200-½)			
S-LOC 35	1700-½ 469 (500-½)		1700-1 469 (500-1)	
C CIRCLING	1740-1 506 (600-1)		1800-1½ 566 (600-1½)	1880-2 646 (700-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

AUSTIN MUNI (AUM)

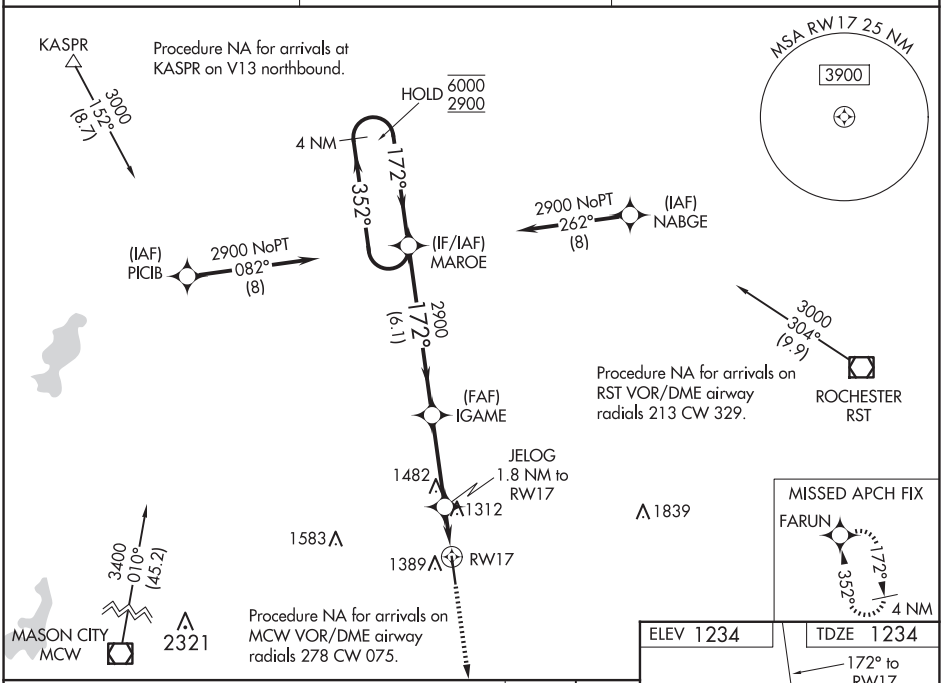
WAAS	APP CRS	Rwy Idg	5800
CH 82132	172°	TDZE	1234
W17A		Apt Elev	1234

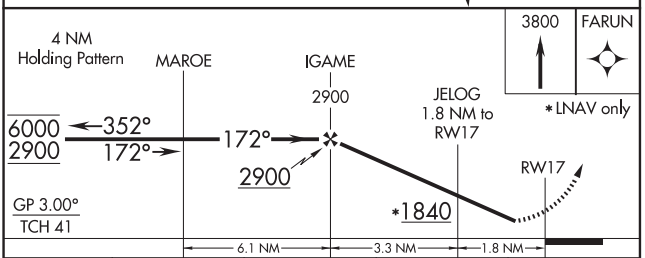
RNP APCH.

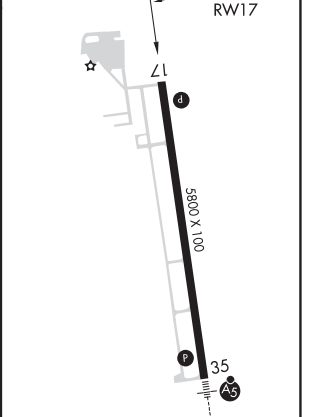
Rwy 17 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3800 direct FARUN and hold.

AWOS-3	ROCHESTER APP CON★	UNICOM
119.025	119.8 251.125	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1484-1	250 (300-1)		
LNAV/VNAV DA	1505-1	271 (300-1)		
LNAV MDA	1580-1	346 (400-1)		
C CIRCLING	1700-1 466 (500-1)		1800-1½ 566 (600-1½)	1880-2 646 (700-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

AUSTIN MUNI (AUM)

WAAS	APP CRS	Rwy Idg	5800
CH 99506	352°	TDZE	1231
W35A		Apt Elev	1234

RNP APCH.

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

MISSED APPROACH: Climb to 2900 direct MAROE and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
119.025	119.8 251.125	122.7 (CTAF) L

MISSED APCH FIX

4 NM 172° 352° MAROE

1482 1583 1389 1322 1839 2321

RW35

ZEBOG 1.6 NM to RW35

(FAF) DACAB

2900 352° (6.1)

(IF/IAF) FARUN

ROCHESTER RST 3900 193° (21.1)

Procedure NA for arrival on RST VOR/DME airway radials 118 CW 168.

2828

3800 NoPT 282° (8.6) (IAF) ZONVO

(IAF) ICUNE 3800 NoPT 062° (6)

172° 352° 4 NM

HOLD 6000 3800

MSA RW35 25 NM 3900

3800 035° (24) MASON CITY MCW

Procedure NA for arrival on MCW VOR/DME airway radials 343 CW 100.

ELEV 1234 TDZE 1231

17 5800 X 100 35

REIL Rwy 17 L

HIRL Rwy 17-35 L

352° to RW35

2900 MAROE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).

*LNAV only

ZEBOG 1.6 NM to RW35

DACAB 2900

FARUN 4 NM Holding Pattern

172° 6000 352° 3800

*1 NM to RW35

RW35 *1780 2900

GP 3.00° TCH 47

1 NM 0.6 3.5 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	1431-½ 200 (200-½)			
LNAV/VNAV DA	1483-½ 252 (300-½)			
LNAV MDA	1580-½ 349 (400-½)		1580-⅝ 349 (400-⅝)	
C CIRCLING	1700-1 466 (500-1)		1800-1½ 566 (600-1½)	1880-2 646 (700-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 30

BAUDETTE INTL (BDE)

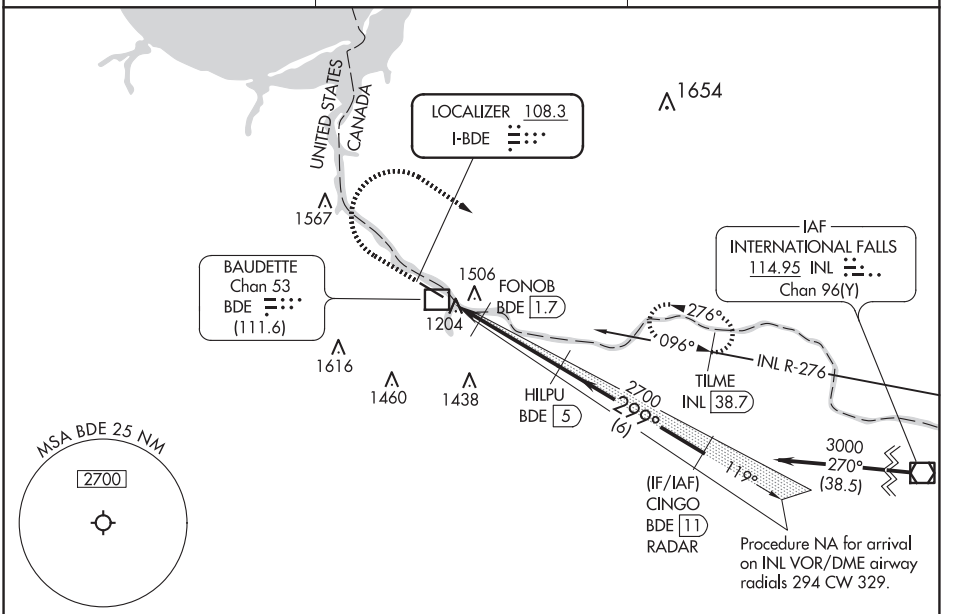
LOC I-BDE	APP CRS	Rwy Idg	5498
108.3	299°	TDZE	1085
		Apt Elev	1085

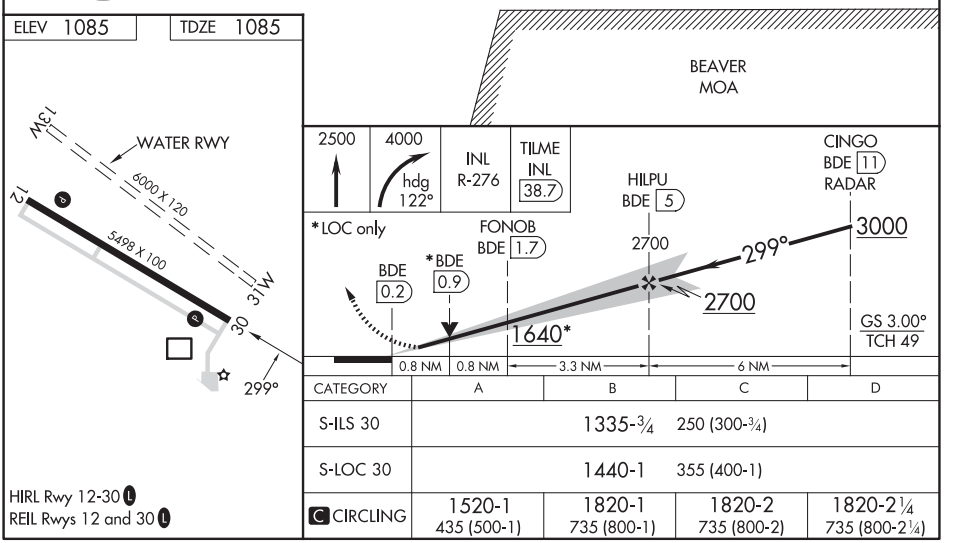
DME required.

Circling NA to Rwys 13W and 31W. DME from BDE DME.
NA 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	MINNEAPOLIS CENTER	UNICOM
126.775	134.75 251.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 30	1335-¾ 250 (300-¾)			
S-LOC 30	1440-1 355 (400-1)			
C CIRCLING	1520-1 435 (500-1)	1820-1 735 (800-1)	1820-2 735 (800-2)	1820-2¼ 735 (800-2¼)

HIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 12

BAUDETTE INTL (BDE)

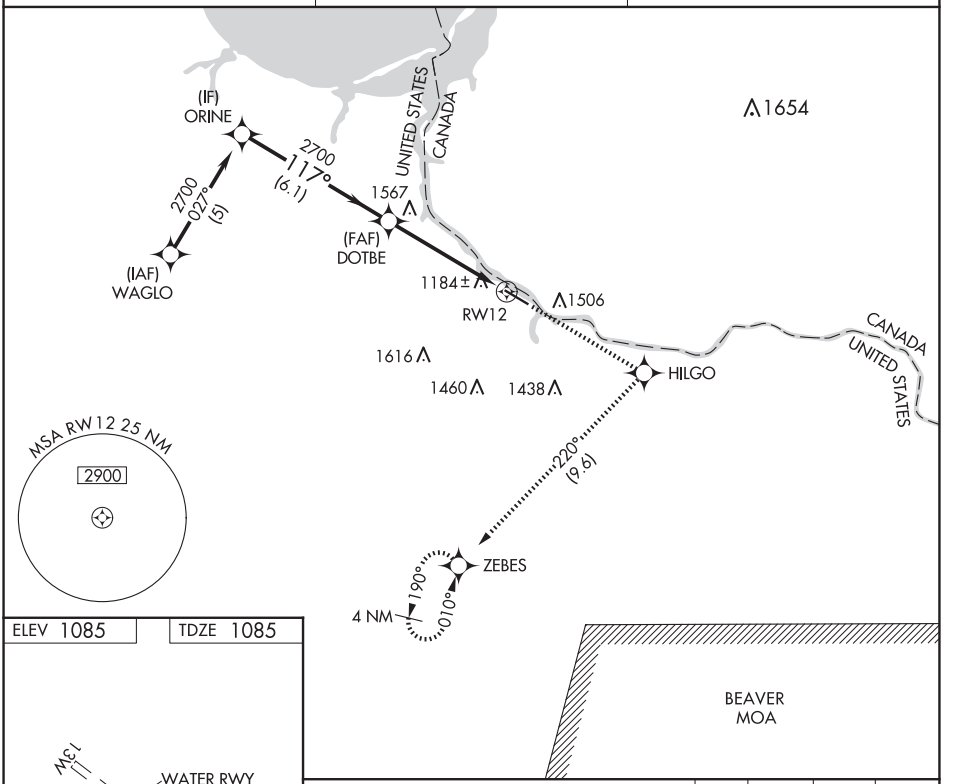
APP CRS	Rwy Idg	5498
117°	TDZE	1085
	Apt Elev	1085

RNP APCH.

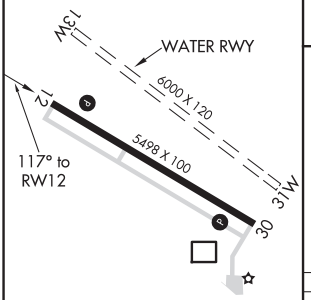
Rwy 12 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct HILGO and right turn on track 220° to ZEBES and hold.

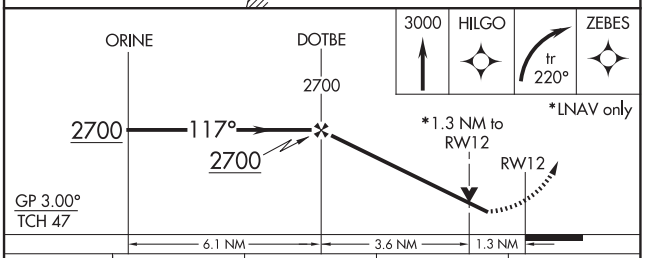
ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	134.75 251.1	122.8 (CTAF) L



ELEV 1085 TDZE 1085



HIRL Rwy 12-30 L
REIL Rwys 12 and 30 L



CATEGORY	A	B	C	D
LNAV/VNAV DA	1481-1½ 396 (400-1½)			
LNAV MDA	1560-1 475 (500-1)		1560-1⅜ 475 (500-1⅜)	1560-1½ 475 (500-1½)

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BAUDETTE, MINNESOTA AL-5297 (FAA) 20254

WAAS	APP CRS	Rwy Idg	5498
CH 81814	297°	TDZE	1085
W30A		Apt Elev	1085

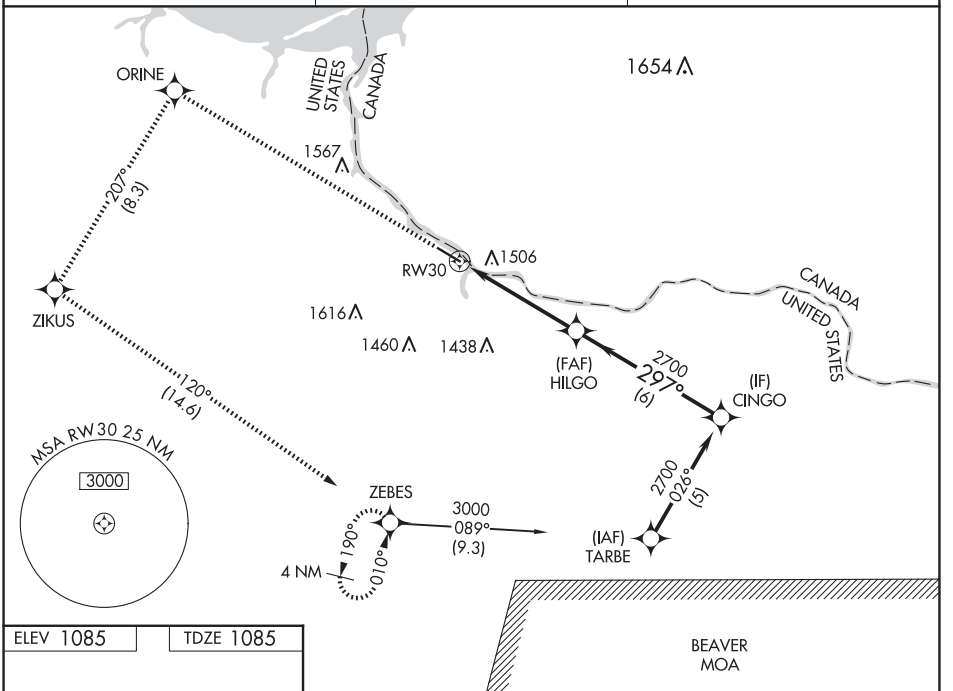
RNAV (GPS) RWY 30
BAUDETTE INTL (BDE)

RNP APCH.

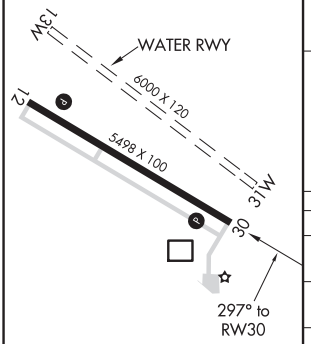
Circling NA to Rwys 13W and 31W. Rwy 30 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct ORINE and left turn on track 207° to ZIKUS and on track 120° to ZEBES and hold.

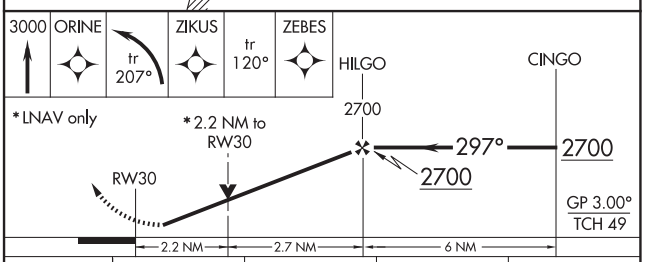
ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	134.75 251.1	122.8 (CTAF) L



ELEV 1085 TDZE 1085



HIRL Rwy 12-30 L
REIL Rwys 12 and 30 L



CATEGORY	A	B	C	D
LPV DA	1335-¾ 250 (300-¾)			
LNAV/VNAV DA	1985-4 900 (900-4)			
LNAV MDA	1820-1 735 (800-1)		1820-2 735 (800-2)	1820-2¼ 735 (800-2¼)
C CIRCLING	1860-1 775 (800-1)	1860-1¼ 775 (800-1¼)	1860-2¼ 775 (800-2¼)	1860-2½ 775 (800-2½)

BAUDETTE, MINNESOTA
Amdt 2A 26MAR20

48°44'N-94°37'W

BAUDETTE INTL (BDE)
RNAV (GPS) RWY 30

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4200
CH 61338	125°	TDZE	2756
W12A		Apt Elev	2756

RNAV (GPS) RWY 12

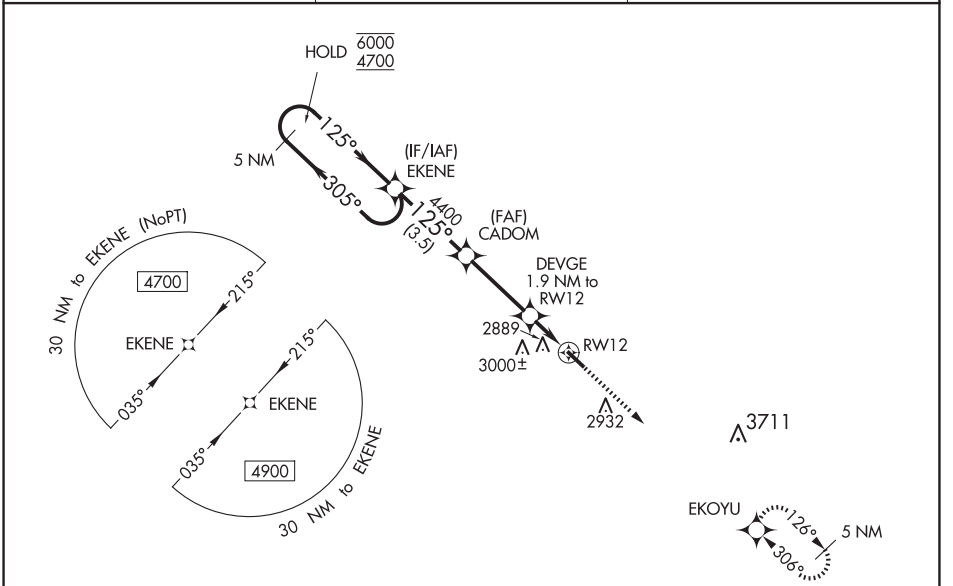
BEACH (2ØU)

RNP APCH.

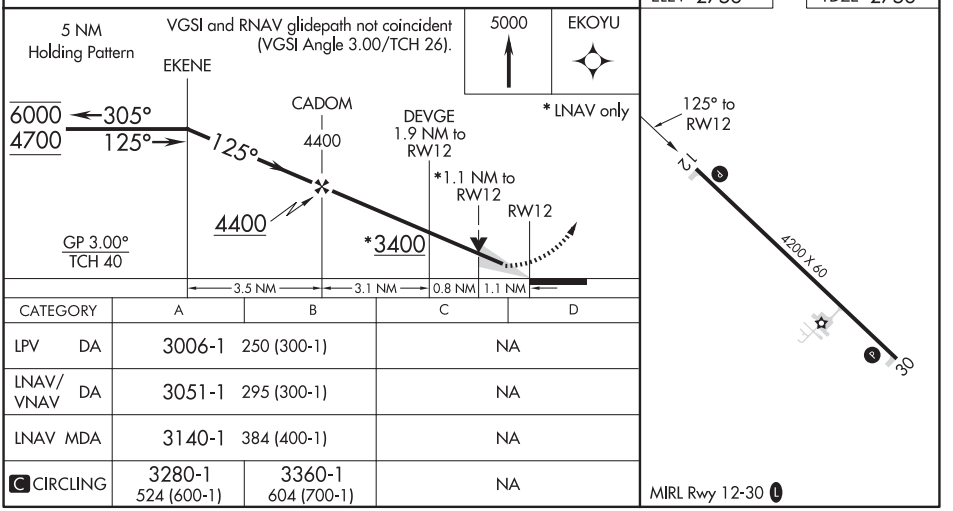
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct EKOYU and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
118.175	126.85 305.2	122.8 (CTAF)



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	
C CIRCLING	3280-1 524 (600-1)	3360-1 604 (700-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 30

BEACH (2ØU)

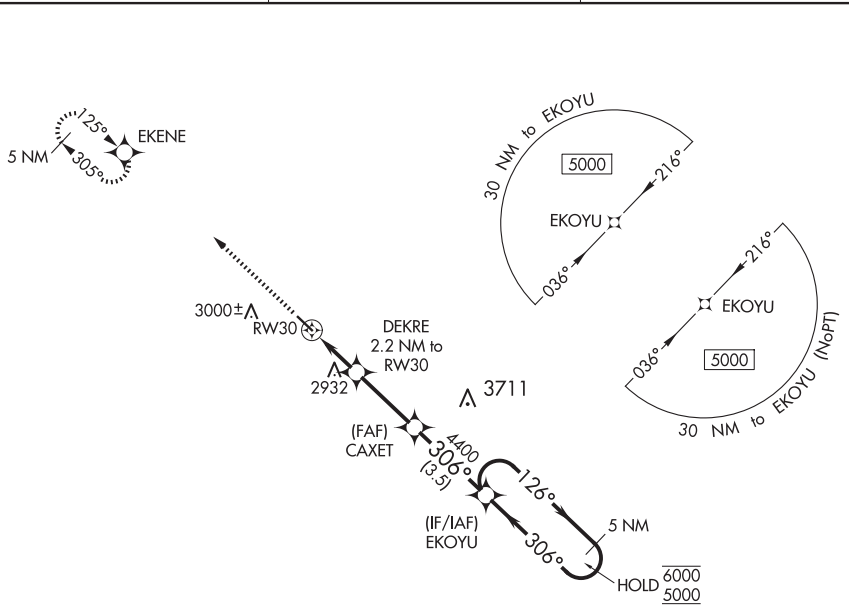
WAAS	APP CRS	Rwy Idg	4200
CH 66038	306°	TDZE	2754
W30A		Apt Elev	2756

RNP APCH.

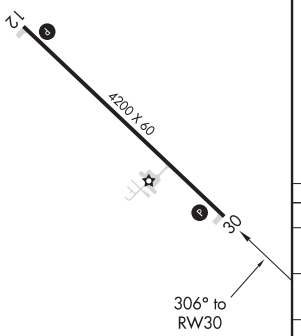
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 30 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4700 direct EKENE and hold.

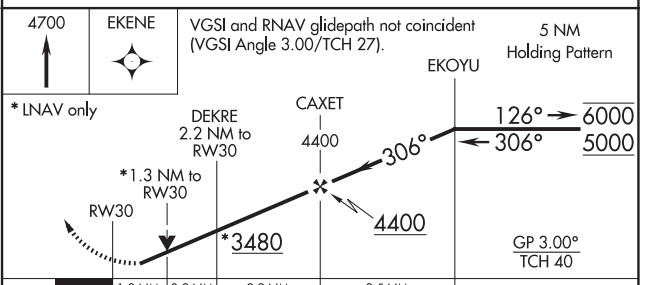
AWOS-3	SALT LAKE CENTER	UNICOM
118.175	126.85 305.2	122.8 (CTAF) L



ELEV 2756 TDZE 2754



MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	3004-1 250 (300-1)		NA	
LNAV/VNAV DA	3175-1½ 421 (500-1½)		NA	
LNAV MDA	3180-1 426 (500-1)		NA	
C CIRCLING	3280-1 524 (600-1)	3360-1 604 (700-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4501
CH 82728	321°	TDZE	3180
W32A		Apt Elev	3191

RNAV (GPS) RWY 32

BELLE FOURCHE MUNI (EFC)

RNP APCH.

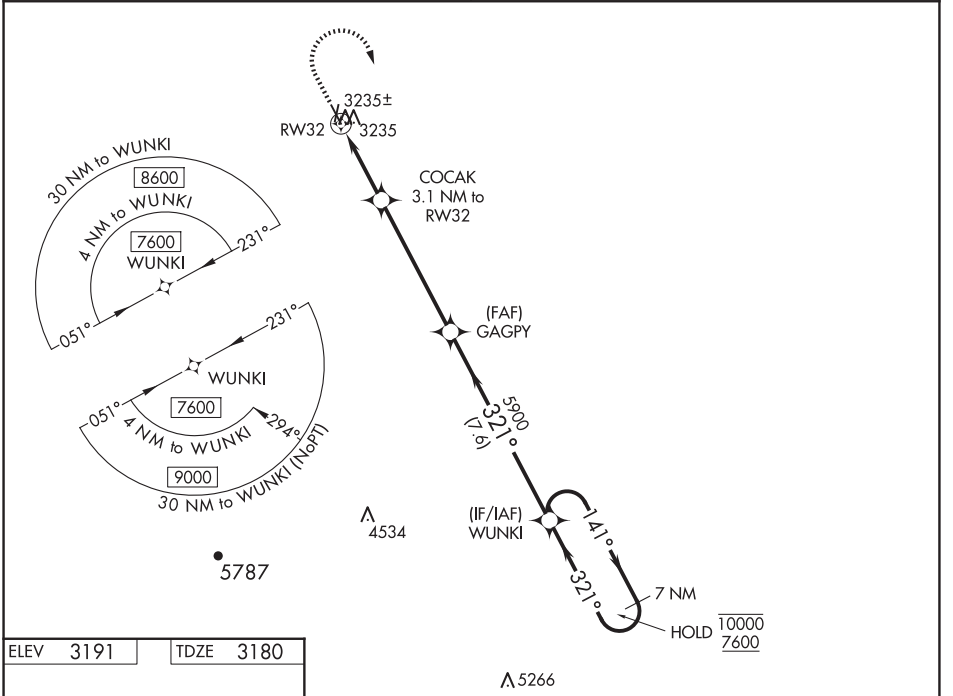
T A NA

Baro-VNAV NA.
Use Ellsworth altimeter setting.

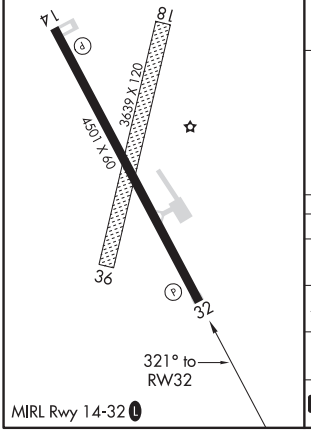
MISSED APPROACH: Climb to 3800 then climbing right turn to 7600 direct WUNKI and hold. Continue climb-in-hold to 7600.

DENVER CENTER
127.95 338.2

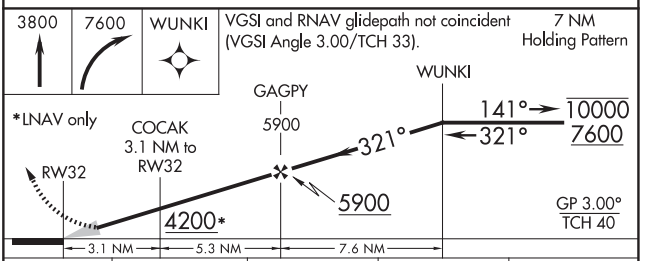
AUNICOM
122.8 (CTAF) L



ELEV 3191	TDZE 3180



MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	3553-1 373 (400-1)			NA
LNAV/VNAV DA	3558-1 378 (400-1)			NA
LNAV MDA	3660-1 480 (500-1)		3660-1⅜ 480 (500-1⅜)	NA
C CIRCLING	3780-1 589 (600-1)	3820-1 629 (700-1)	3820-1¾ 629 (700-1¾)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

BEMIDJI, MINNESOTA | AL-5174 (FAA) | 23110

ILS or LOC RWY 25

BEMIDJI RGNL (BJI)

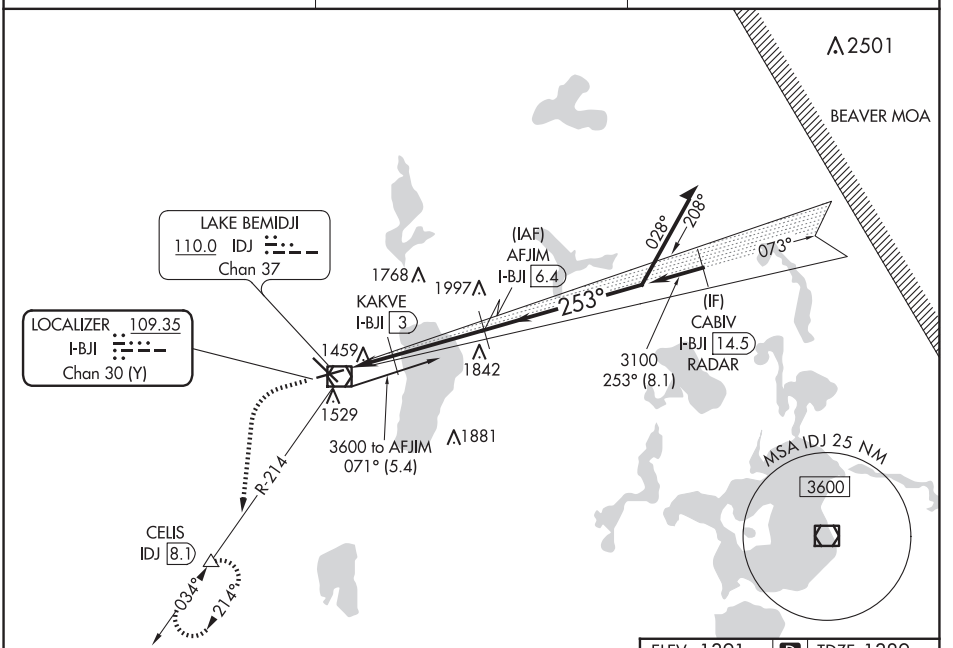
LOC/DME I-BJI	APP CRS	Rwy ldg	5700
109.35	253°	TDZE	1389
Chan 30 (Y)		Apt Elev	1391

DME required. RADAR required for procedure entry.

T
A NA

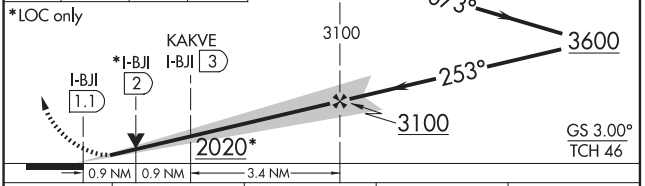
MISSED APPROACH: Climb to 2300 then climbing left turn to 3400 on heading 185° and IDJ VOR/DME R-214 to CELIS/IDJ VOR/DME 8.1 DME and hold, continue climb-in-hold to 3400.

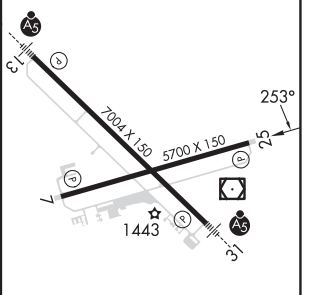
AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L



2300	3400	IDJ	CELIS
	hdg 185°	R-214	

*LOC only





CATEGORY	A	B	C	D
S-ILS 25	1589-¾ 200 (200-¾)			
S-LOC 25	1720-1 331 (400-1)			
C CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LOC I-MDI	APP CRS	Rwy Idg	7002
111.9	313°	TDZE	1389
		Apt Elev	1391

ILS or LOC RWY 31

BEMIDJI RGNL (BJI)

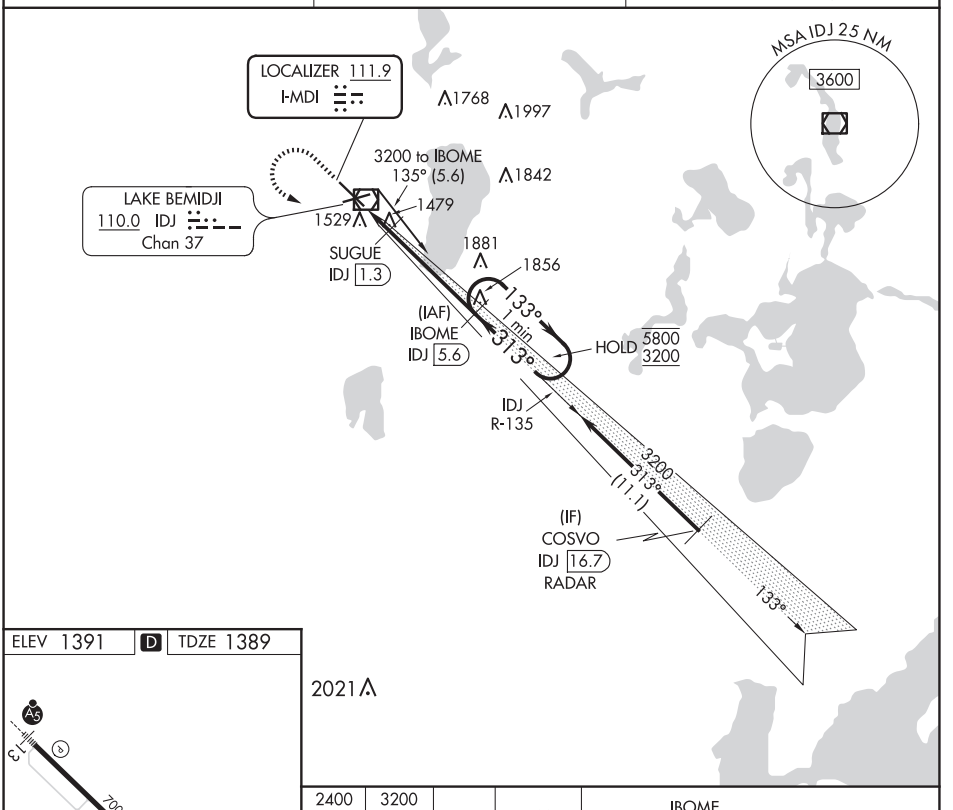
DME required. RADAR required for procedure entry.

T A NA 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.

MALSR

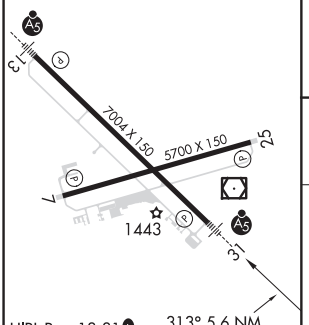
MISSED APPROACH: Climb to 2400 then climbing left turn to 3200 on heading 100° and IDJ VOR/DME R-135 to IBOME/IDJ 5.6 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L



ELEV 1391 D TDZE 1389

2021



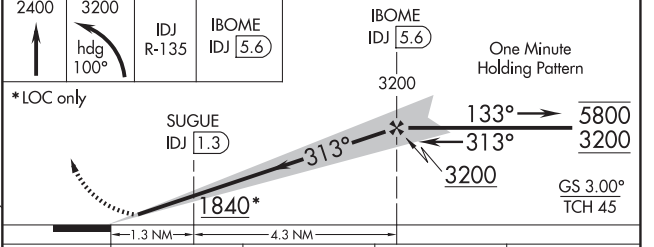
HIRL Rwy 13-31 L
MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

313° 5.6 NM from FAF

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

2400	3200	IDJ	IBOME
	hdg 100°	R-135	IDJ 5.6

*LOC only



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)	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

BEMIDJI, MINNESOTA

AL-5174 (FAA)

21280

RNAV (GPS) RWY 13

BEMIDJI RGNL (BJI)

WAAS	APP CRS	Rwy Idg	7002
CH 93636	133°	TDZE	1391
W13A		Apt Elev	1391

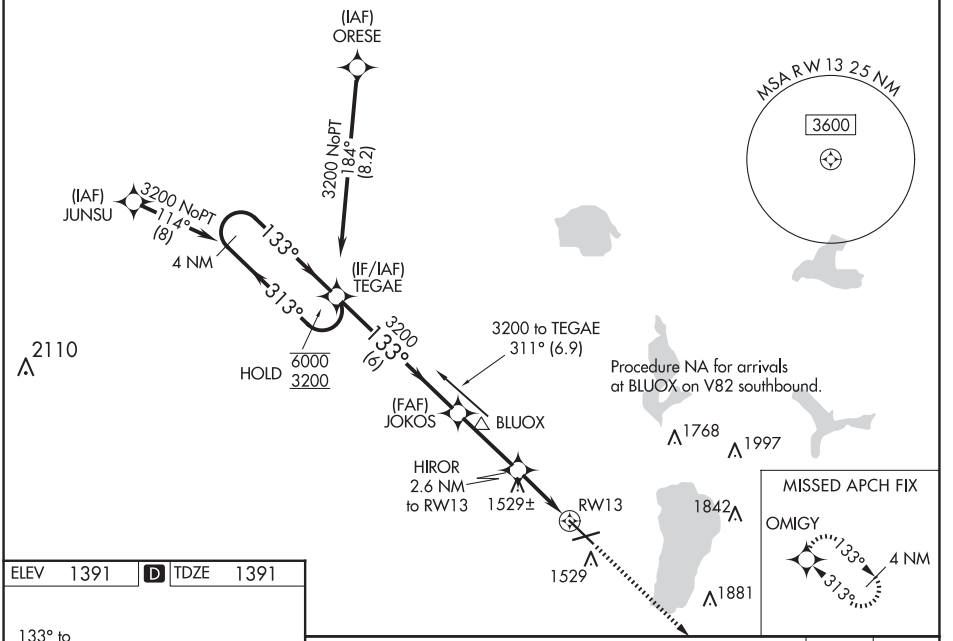
RNP APCH.

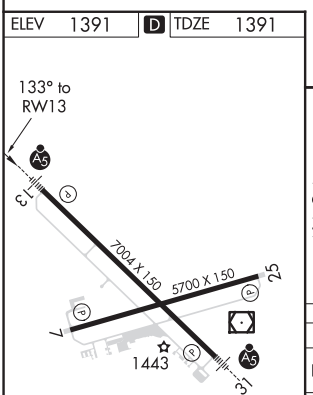
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS increase LNAV/VNAV visibility all Cats to ⅞ SM, increase LNAV Cats A and B visibility to 1 SM and Cats C and D visibility to 1⅛ SM.

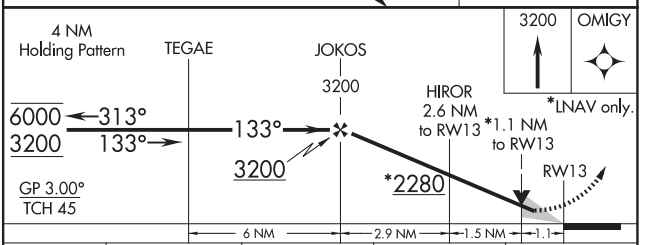
MALSR

MISSED APPROACH: Climb to 3200 direct OMIGY and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L







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)		
C CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)

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NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 65917 W25A	APP CRS 253°	Rwy ldg 5700 TDZE 1389 Apt Elev 1391

RNAV (GPS) RWY 25

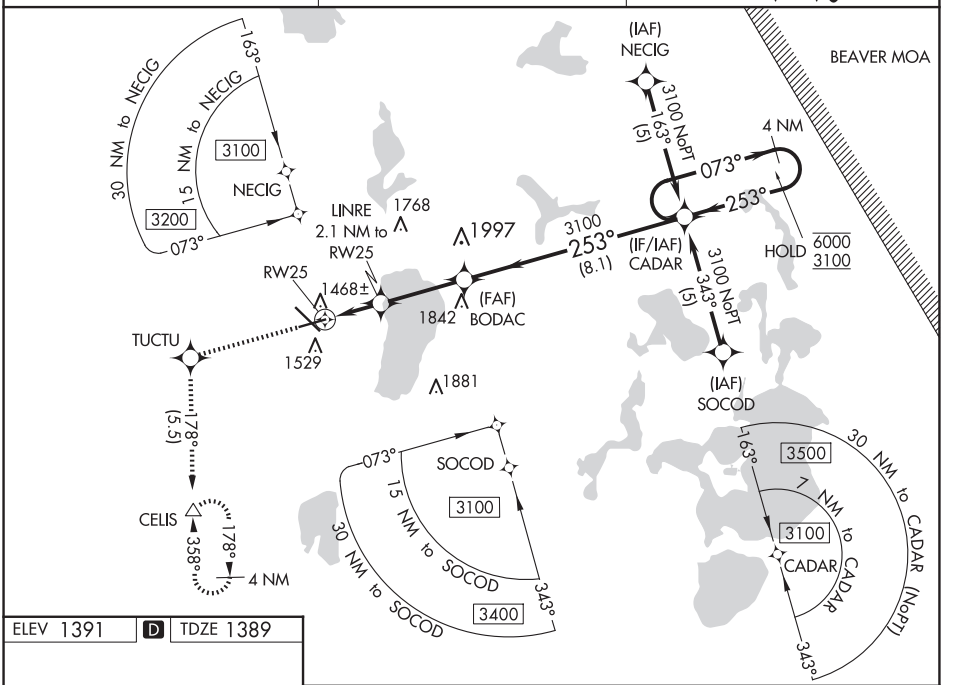
BEMIDJI RGNL (BJI)

RNP APCH.

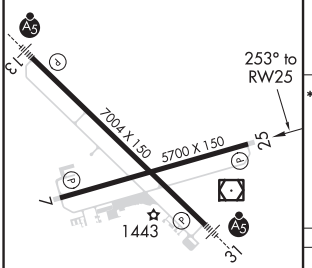
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C.

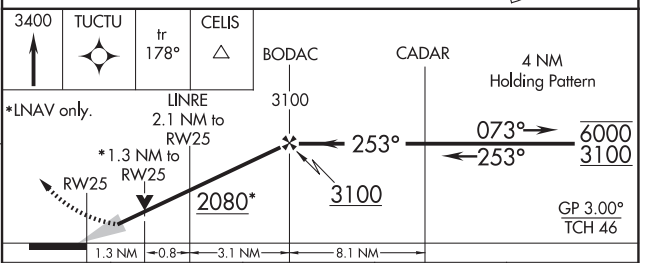
MISSED APPROACH: Climb to 3400 direct TUCTU and on track 178° to CELIS and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L



ELEV 1391 D TDZE 1389





CATEGORY	A	B	C	D
LPV DA	1589-¾	200 (200-¾)		
LNAV/VNAV DA	1752-1¼	363 (400-1¼)		
LNAV MDA	1840-1	451 (500-1)	1840-1⅜ 451 (500-1⅜)	1840-1½ 451 (500-1½)
C CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

BEMIDJI RGNL (BJI)

WAAS	APP CRS	Rwy Idg	7002
CH 99711	313°	TDZE	1389
W31A		Apt Elev	1391

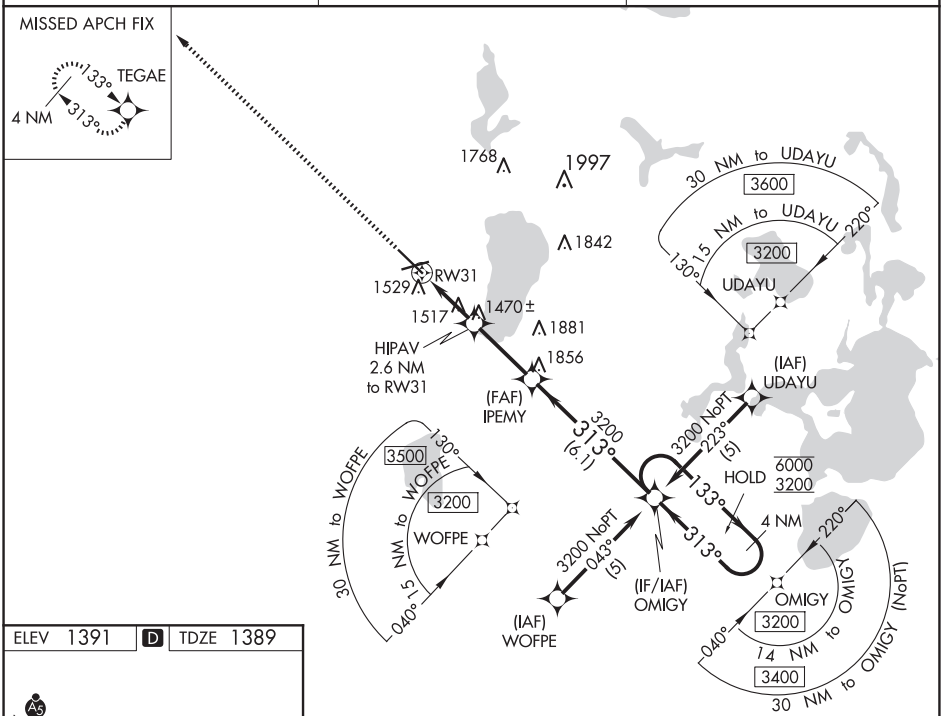
RNP APCH.

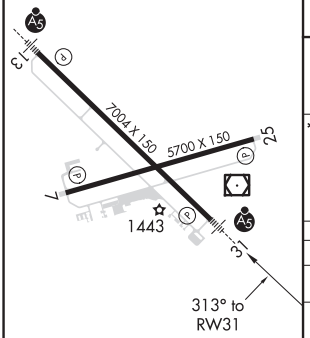
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to 1¼ SM.

MALSR

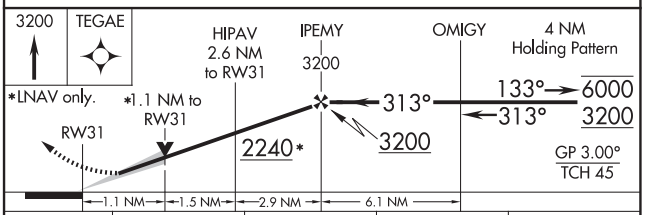
MISSED APPROACH: Climb to 3200 direct TEGAE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L





HIRL Rwy 13-31 L
MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L



CATEGORY	A	B	C	D
LPV DA	1589-½ 200 (200-½)			
LNAV/VNAV DA	1825-1 436 (500-1)			
LNAV MDA	1780-½ 391 (400-½)		1780-⅝ 391 (400-⅝)	1780-1 391 (400-1)
C CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)

47°31′N-94°56′W

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NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME IDJ	APP CRS	Rwy Idg	7002
110.0	126°	TDZE	1391
Chan 37		Apt Elev	1391

VOR/DME RWY 13

BEMIDJI RGNL (BJI)

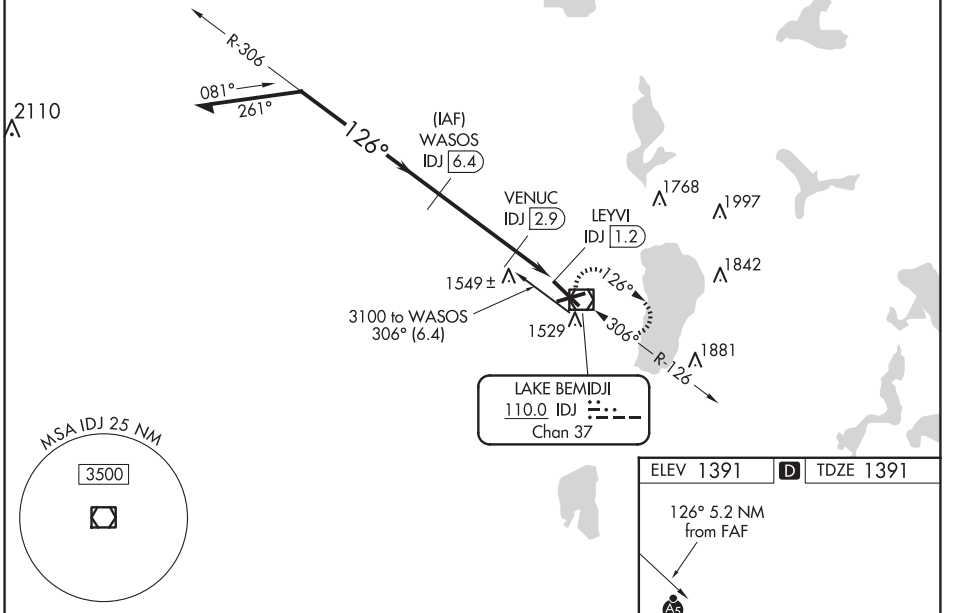
T NA When local altimeter setting not received, use Park Rapids altimeter setting and increase all MDA 100 feet, increase S-13 Cat C and D visibility ¼ mile. VDP NA with Park Rapids altimeter setting. For inoperative MALSR, increase S-13 Cat A and B visibility to 1 mile and Cat C and D visibility to 1⅛ 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 1⅜ mile. Helicopter visibility reduction below ¾ SM not authorized.

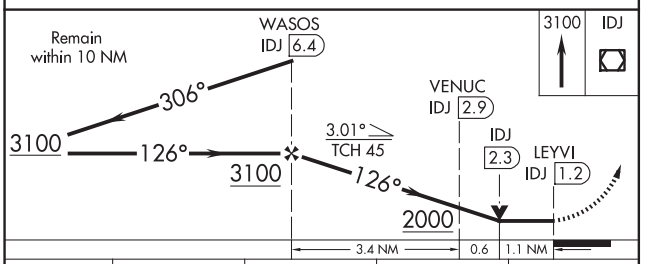
MALSR (A5)

MISSED APPROACH: Climb to 3100 direct IDJ VOR/DME and hold, continue climb-in-hold to 3100.

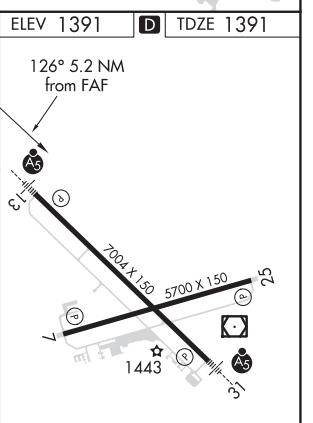
AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L

RADAR REQUIRED





CATEGORY	A	B	C	D
S-13	1800-¾ 409 (500-¾)			
C CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)



HIRL Rwy 13-31 L
MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

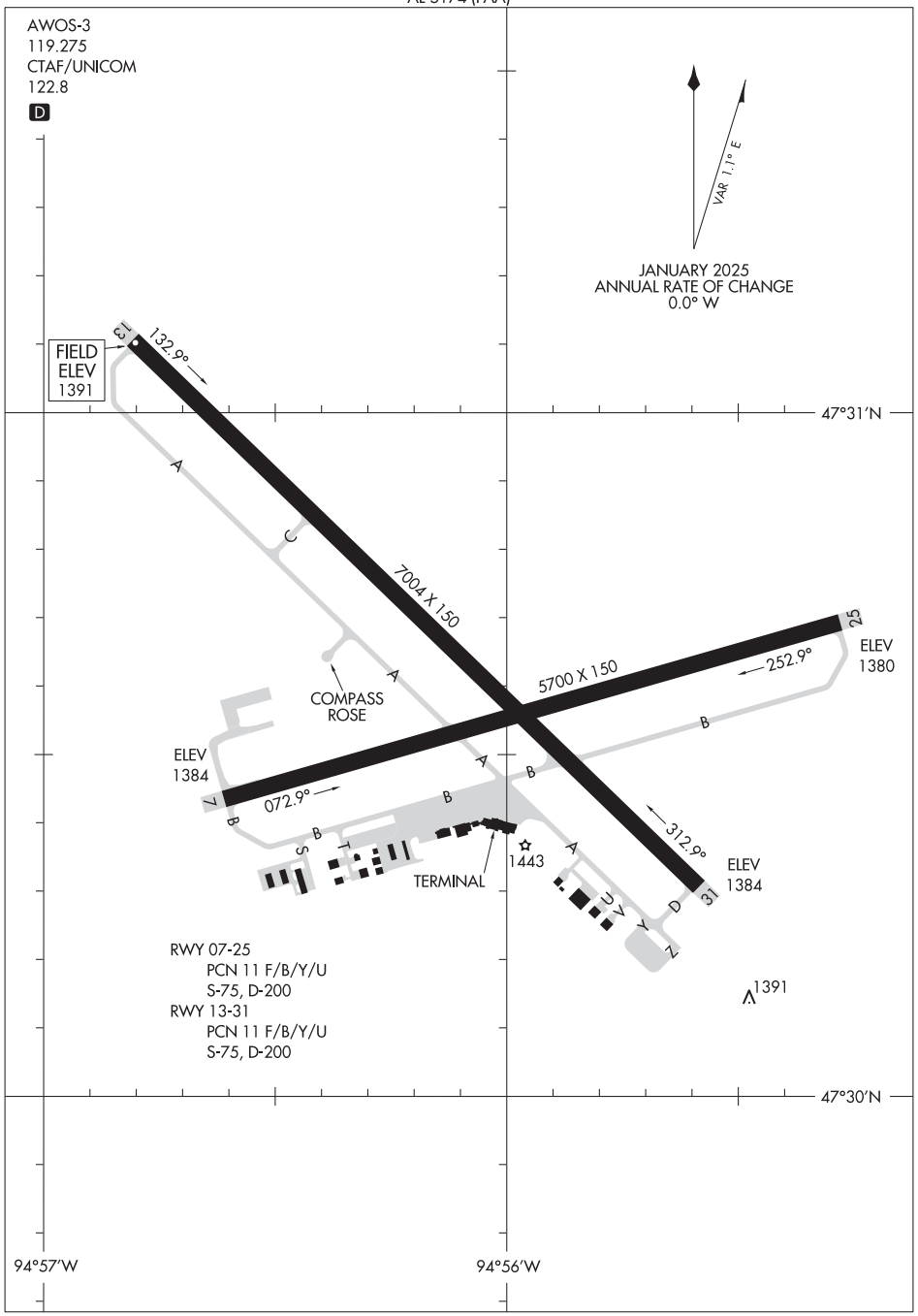
NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

BEMIDJI RGNL (BJI)
BEMIDJI, MINNESOTA

AL-5174 (FAA)



NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107
BEMIDJI, MINNESOTA
BEMIDJI RGNL (BJI)

RNAV (GPS) RWY 14

BENSON MUNI (BBB)

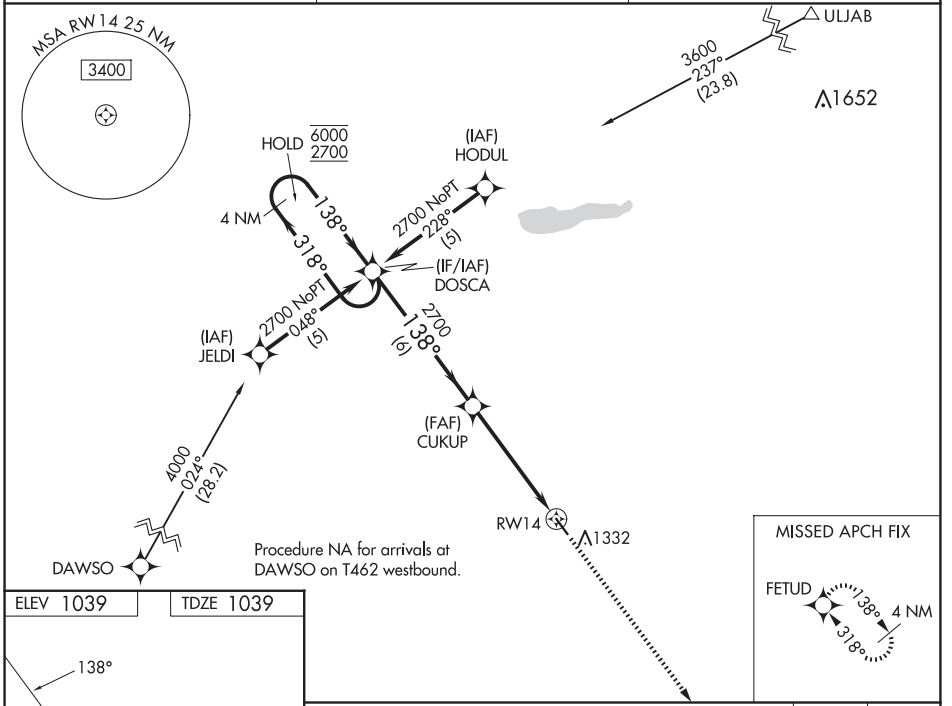
WAAS	APP CRS		
CH **49210**	**138°**	Rwy Idg	**4000**
W14A		TDZE	**1039**
		Apt Elev	**1039**

RNP APCH - GPS.

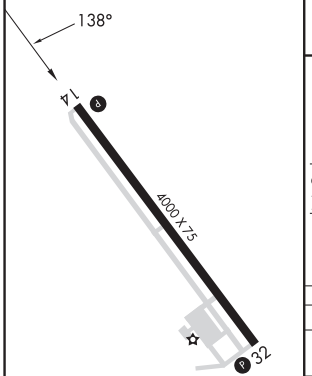
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using Appleton altimeter setting. When local altimeter setting not received, use Appleton altimeter setting and increase LPV DA to 1422 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 1466 feet and all visibilities ⅛ SM; increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2700 direct FETUD and hold.

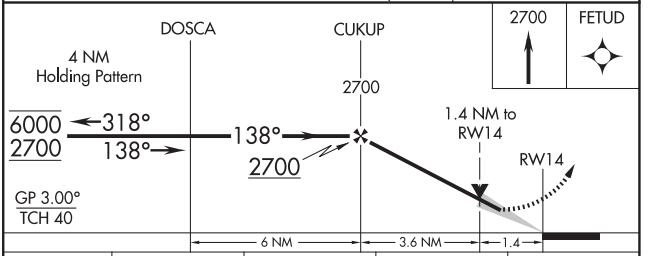
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.45	**125.5 323.1**	**122.8** (CTAF) L



ELEV 1039 TDZ 1039



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
LPV DA	1382-1	343 (400-1)	NA	
LNAV/VNAV DA	1426-1⅛	387 (400-1⅛)	NA	
LNAV MDA	1540-1	501 (600-1)	NA	

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NC-1, 07 AUG 2025 to 02 OCT 2025

BENSON, MINNESOTA AL-5839 (FAA) 24081

RNAV (GPS) RWY 32
BENSON MUNI (BBB)

WAAS	APP CRS		
CH **99710**	**319°**	Rwy Idg	**4000**
W32A		TDZE	**1039**
		Apt Elev	**1039**

RNP APCH.

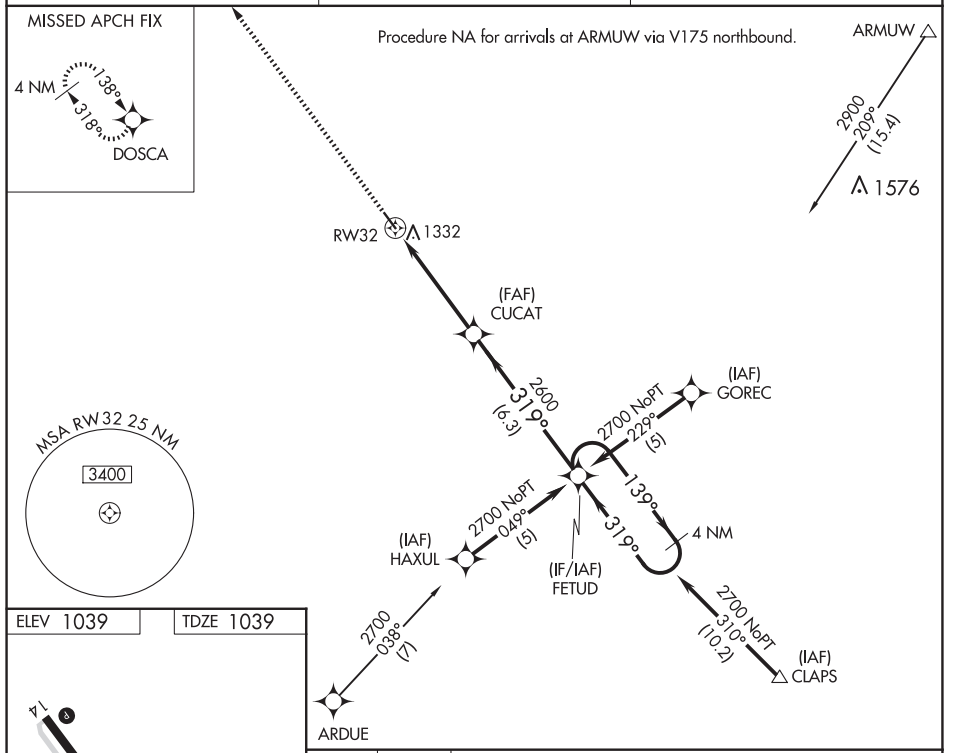
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-17°C or above 54°C. Rwy 32 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Appleton altimeter setting. When local altimeter setting not received, use Appleton altimeter setting and increase all DA and MDA 40 feet.

MISSED APPROACH: Climb to 2700 direct DOSCA and hold.

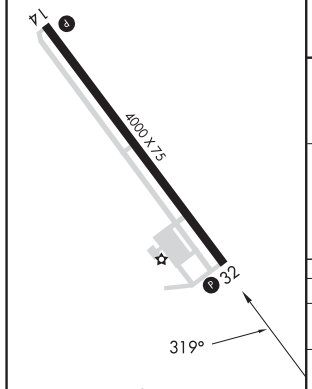
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.45	**125.5 323.1**	**122.8** (CTAF) L

MISSED APCH FIX

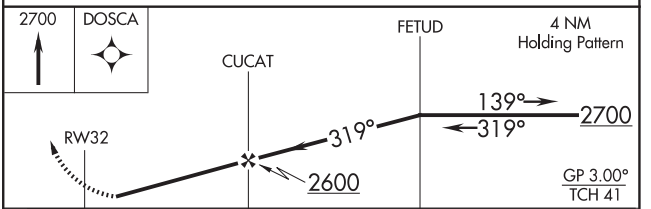
Procedure NA for arrivals at ARMUW via V175 northbound.



ELEV 1039 TDZE 1039



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
LPV DA	1426-1½ 387 (400-1½)		NA	
LNAV/VNAV DA	1710-2½ 671 (700-2½)		NA	
LNAV MDA	1700-1 661 (700-1)		NA	

BENSON, MINNESOTA
Amdt 1A 18JUL19

45°20'N-95°39'W

BENSON MUNI (BBB)
RNAV (GPS) RWY 32

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 15

BIGFORK MUNI (FOZ)

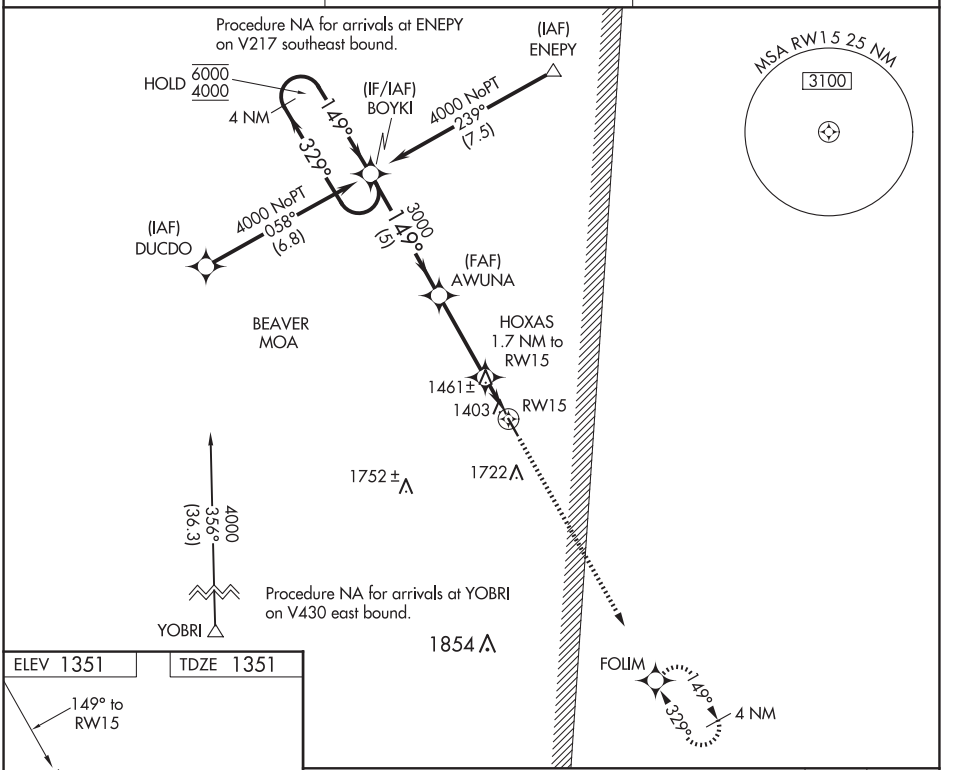
WAAS	APP CRS	Rwy Idg	3998
CH 78126	149°	TDZE	1351
W15A		Apt Elev	1351

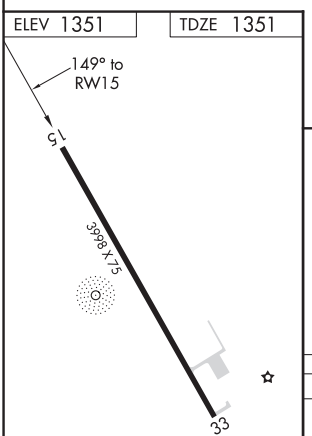
RNP APCH.

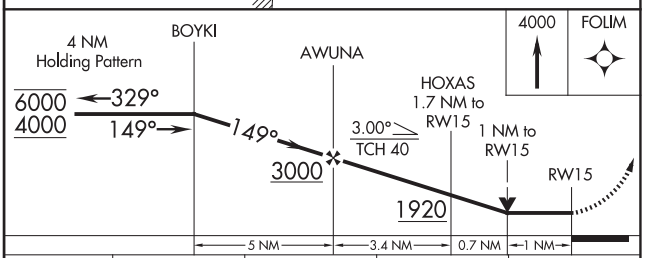
Rwy 15 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct FOLIM and hold, continue climb-in-hold to 4000.

AWOS-3PT	MINNEAPOLIS CENTER	CTAF
118.025	127.9 281.45	122.9 (L)







CATEGORY	A	B	C	D
LP MDA	1720-1	369 (400-1)	NA	
LNAV MDA	1740-1	389 (400-1)	NA	
CIRCLING	1780-1 429 (500-1)	2040-1 689 (700-1)	NA	

MIRL Rwy 15-33 (L)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

BIGFORK, MINNESOTA | AL-9255 (FAA) | 22139

RNAV (GPS) RWY 33

BIGFORK MUNI (FOZ)

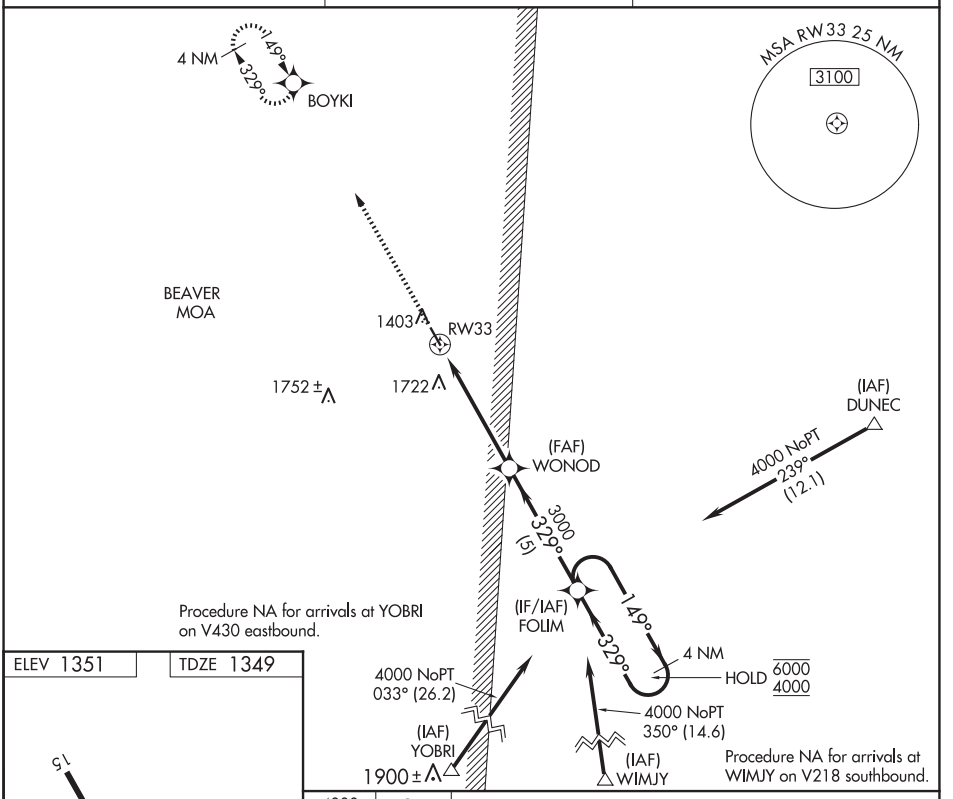
WAAS	APP CRS	Rwy Idg	3998
CH 40226	329°	TDZE	1349
W33A		Apt Elev	1351

RNP APCH.

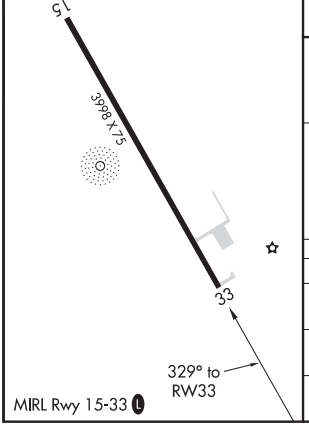
Rwy 33 helicopter visibility reduction below ¾ SM NA.

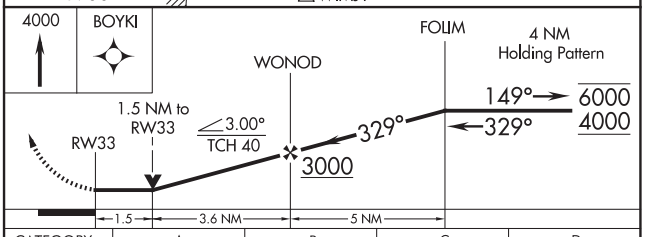
MISSED APPROACH: Climb to 4000 direct BOYKI and hold, continue climb-in-hold to 4000.

AWOS-3PT	MINNEAPOLIS CENTER	CTAF
118.025	127.9 281.45	122.9 (L)



ELEV 1351 | TDZE 1349





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	

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

NDB FOZ	APP CRS		
345	160°	Rwy Idg	3998
		TDZE	1351
		Apt Elev	1351

NDB RWY 15

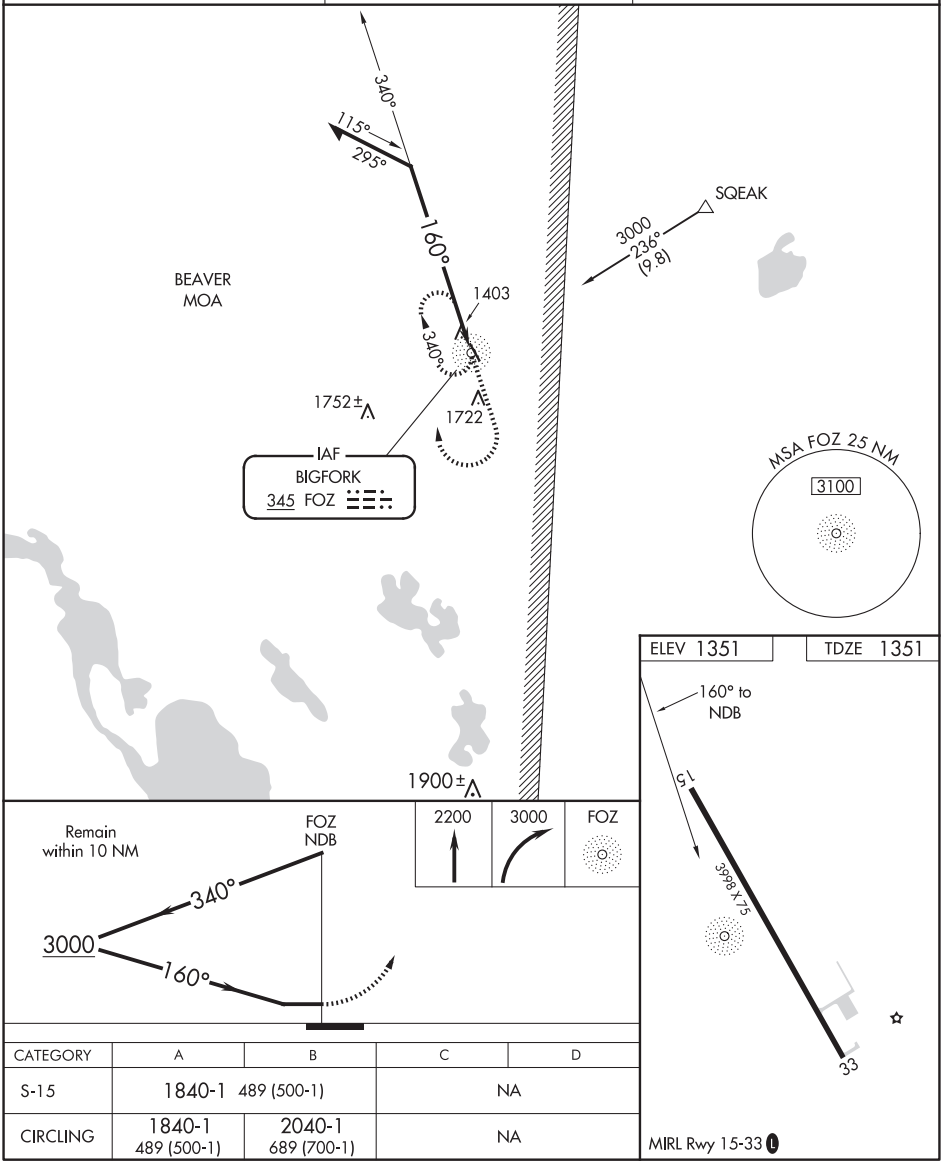
BIGFORK MUNI (FOZ)

Procedure not authorized when BEAVER MOA is active. Night landing Rwy 33 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Grand Rapids altimeter setting and increase all MDA 100 feet.

NA

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 direct FOZ NDB and hold.

AWOS-3PT	MINNEAPOLIS CENTER	CTAF
118.025	127.9 281.45	122.9 L



CATEGORY	A	B	C	D
S-15	1840-1	489 (500-1)	NA	
CIRCLING	1840-1 489 (500-1)	2040-1 689 (700-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

BISMARCK, NORTH DAKOTA AL-51 (FAA) 25219

ILS or LOC RWY 13

BISMARCK MUNI (BIS)

LOC I-BZX	APP CRS	Rwy Ldg	8794
111.5	131°	TDZE	1655
		Apt Elev	1661

DME required for procedure entry. DME required.

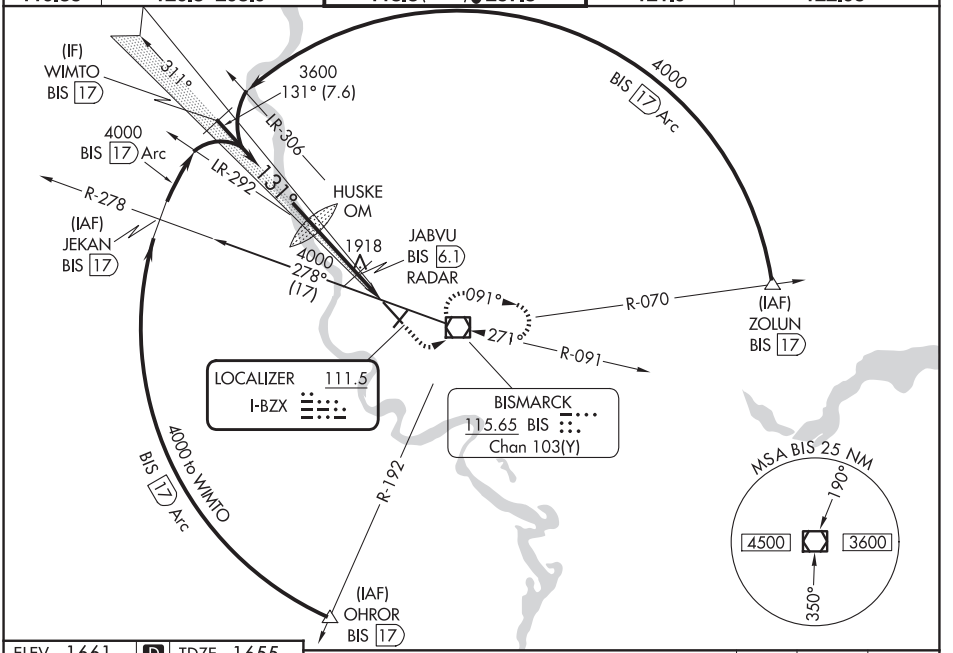
ASR

Inop table does not apply to S-ILS 13. DME from BIS VOR/DME. Simultaneous reception of I-BZX and BIS DME required.
DME from BIS VOR/DME.

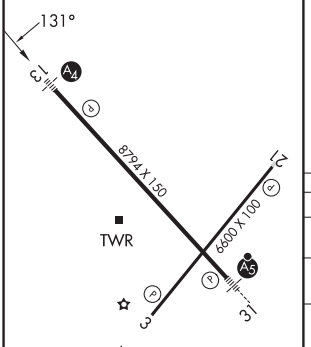
MALS

MISSED APPROACH: Climb to 2200 then climbing left turn to 3600 direct BIS VOR/DME and hold, continue climb-in-hold to 3600.

ATIS	BISMARCK APP CON ★	BISMARCK TOWER ★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) L 257.8	121.9	122.95



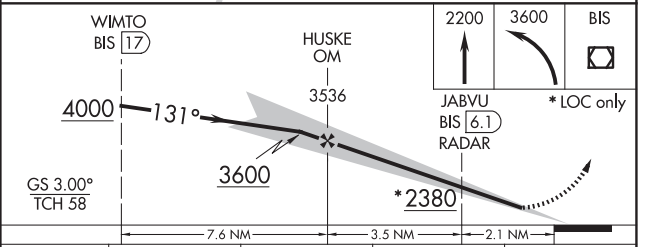
ELEV 1661 D TDZE 1655



REIL Rwys 3 and 21
HIRL Rwys 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



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 799 (800-2¼)	2460-2½ 799 (800-2½)
# JABVU FIX MINIMUMS				
S-LOC 13	2180-¾ 525 (600-¾)		2180-1¼ 525 (600-1¼)	
CIRCLING	2200-1 539 (600-1)		2460-2¼ 799 (800-2¼)	2460-2½ 799 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-BIS	APP CRS	Rwy Ldg	8794
110.3	311°	TDZE	1645
Chan 40		Apt Elev	1661

ILS or LOC RWY 31
BISMARCK MUNI (BIS)

DME required for procedure entry.

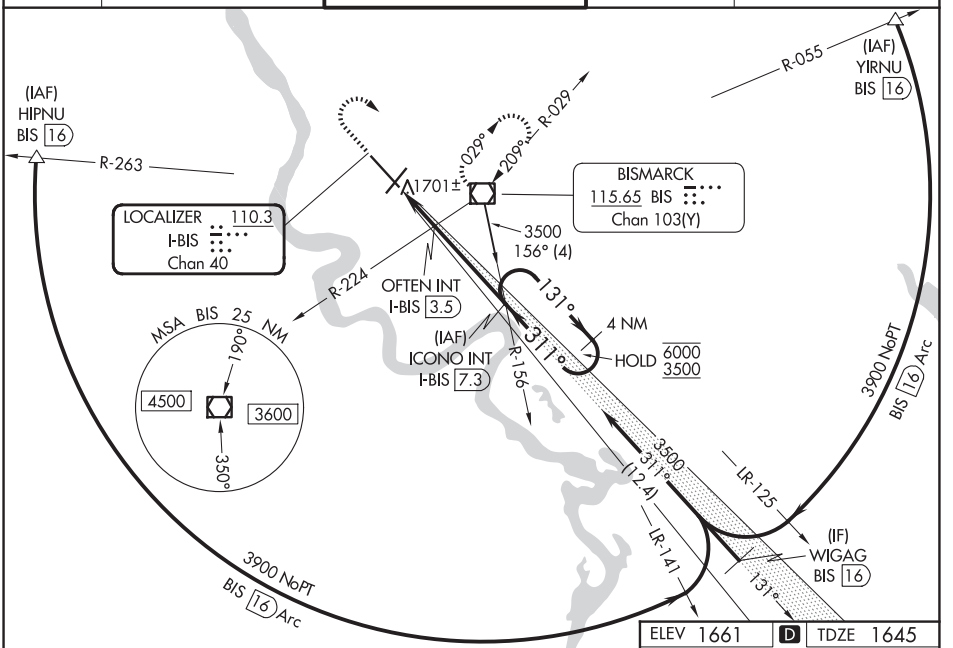
ASR

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

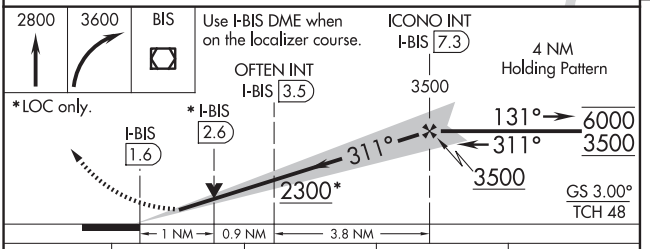
MALSR

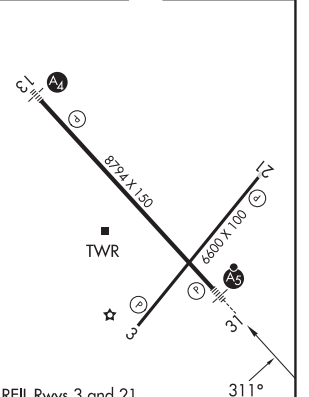
MISSED APPROACH: Climb to 2800 then climbing right turn to 3600 direct BIS VOR/DME and hold.

ATIS	BISMARCK APP CON★	BISMARCK TOWER★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) L 257.8	121.9	122.95



ELEV 1661 D TDZE 1645





CATEGORY	A	B	C	D
S-ILS 31	1845/24 200 (200-½)			
S-LOC 31	2300/24 655 (700-½)		2300-1⅜ 655 (700-1⅜)	
CIRCLING	2300-1 639 (700-1)		2460-2¼ 799 (800-2¼)	2460-2½ 799 (800-2½)
OFTEN FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 31	2020/24 375 (400-½)		2020/35 375 (400-⅝)	
CIRCLING	2240-1 579 (600-1)		2460-2¼ 799 (800-2¼)	2460-2½ 799 (800-2½)

FAF to MAP 5.7 NM

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

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

BISMARCK, NORTH DAKOTA AL-51 (FAA) 25219

WAAS	APP CRS	Rwy Ldg	6600
CH 63099	032°	TDZE	1661
W03A		Apt Elev	1661

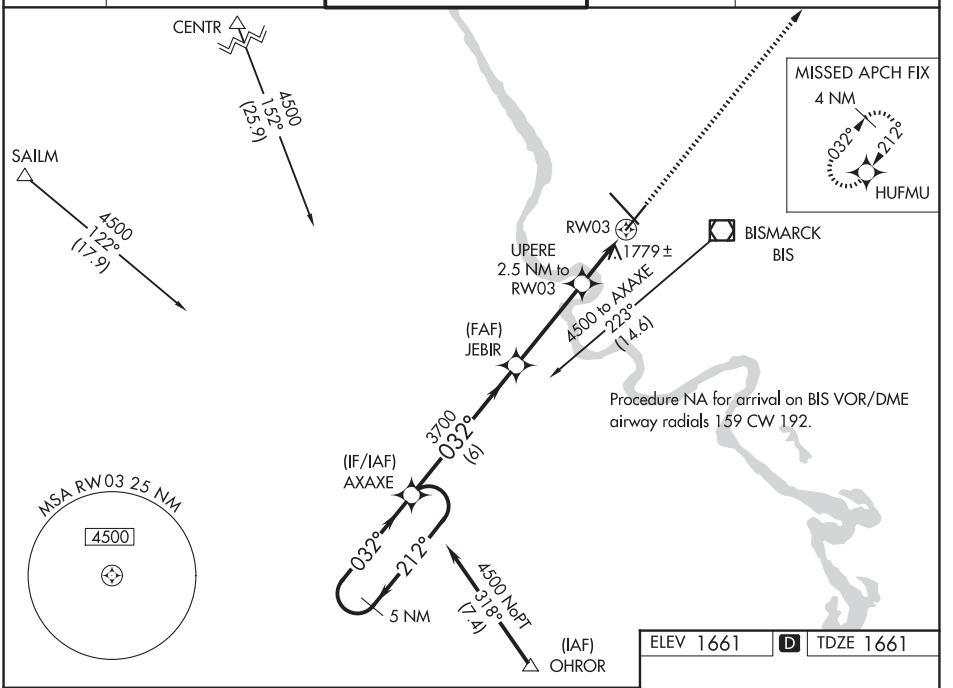
RNAV (GPS) RWY 3
BISMARCK MUNI (BIS)

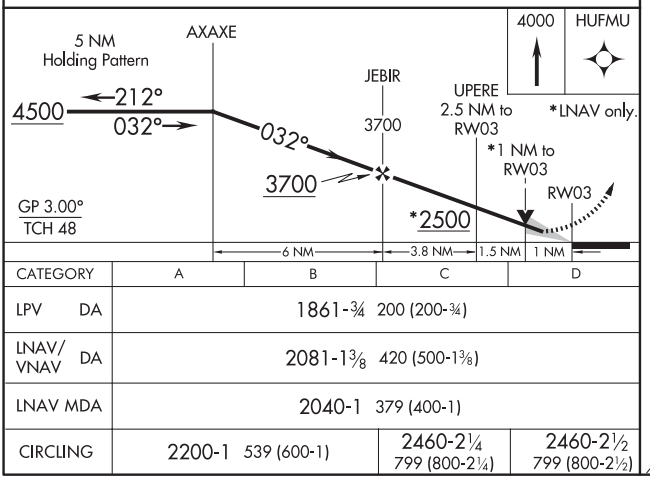
ASR

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.

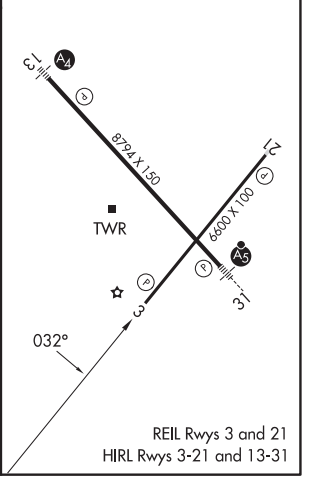
MISSED APPROACH: Climb to 4000 direct HUFMU and hold.

ATIS	BISMARCK APP CON★	BISMARCK TOWER★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) Ⓛ 257.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1861-¾ 200 (200-¾)			
LNAV/VNAV DA	2081-1⅜ 420 (500-1⅜)			
LNAV MDA	2040-1 379 (400-1)			
CIRCLING	2200-1 539 (600-1)		2460-2¼ 799 (800-2¼)	2460-2½ 799 (800-2½)



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 13

BISMARCK MUNI (BIS)

WAAS	APP CRS	Rwy Ldg	8794
CH 86920	131°	TDZE	1655
W13A		Apt Elev	1661

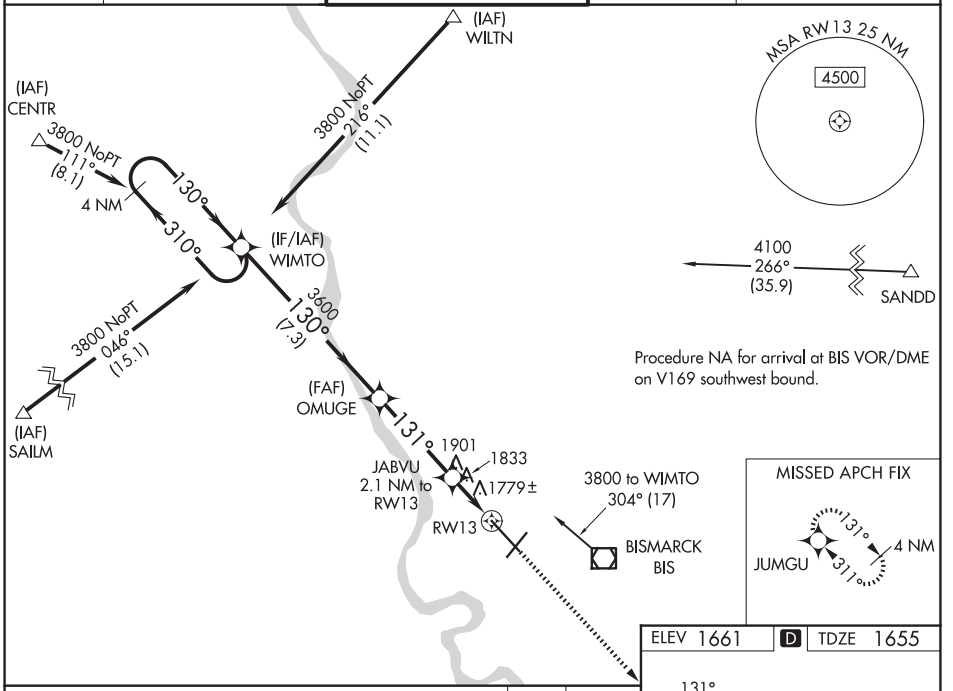
ASR

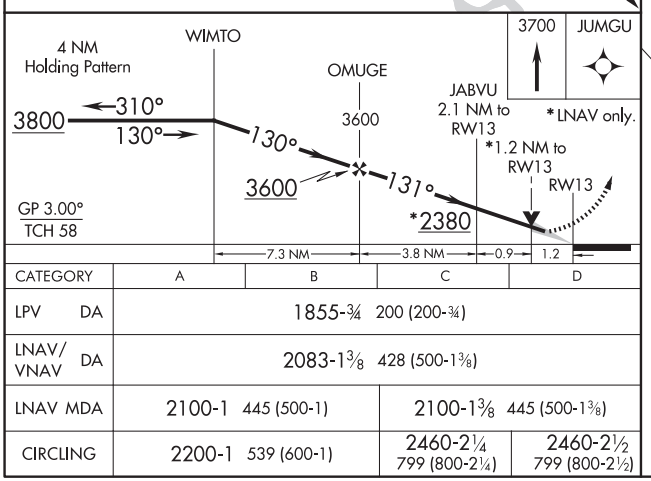
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F).DME/DME RNP-0.3 NA.

MALS

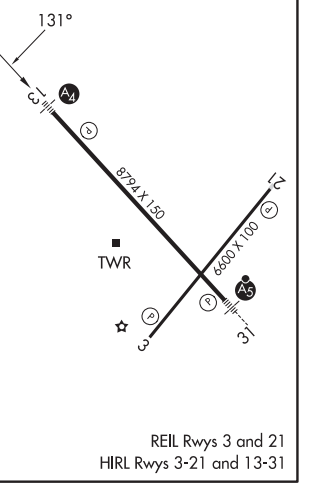
MISSED APPROACH: Climb to 3700 direct JUMGU and hold.

ATIS	BISMARCK APP CON★	BISMARCK TOWER★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1855-¾ 200 (200-¾)			
LNAV/VNAV DA	2083-1⅜ 428 (500-1⅜)			
LNAV MDA	2100-1 445 (500-1)		2100-1⅜ 445 (500-1⅜)	
CIRCLING	2200-1 539 (600-1)		2460-2¼ 799 (800-2¼)	2460-2½ 799 (800-2½)



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 21

BISMARCK MUNI (BIS)

WAAS CH 53520 W21A	APP CRS 212°	Rwy Ldg 6600 TDZE 1661 Apt Elev 1661

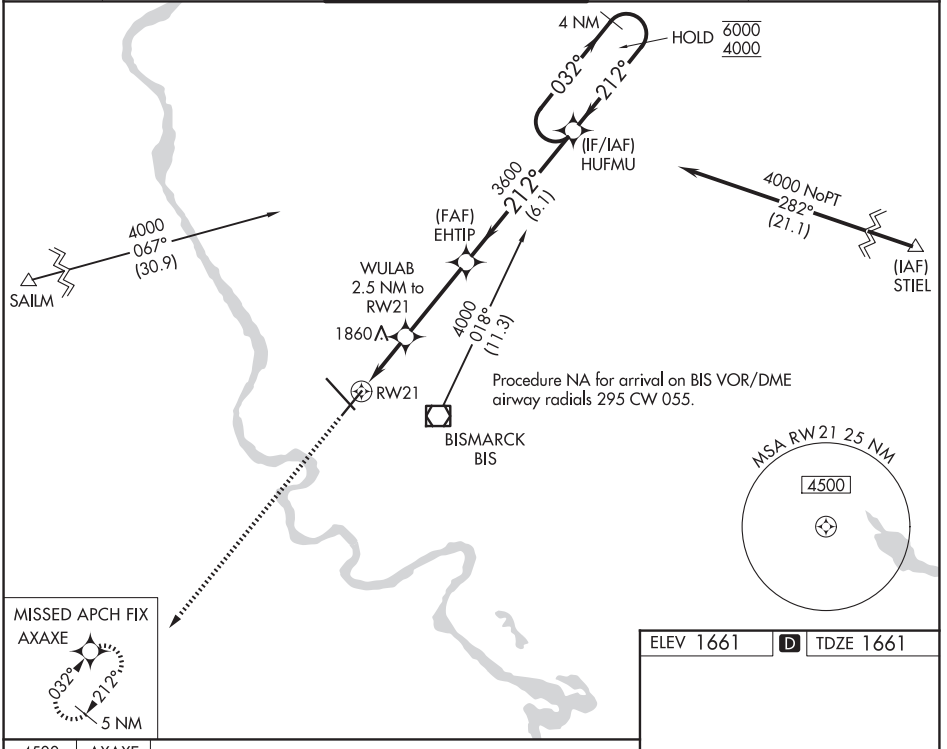
RNP APCH.

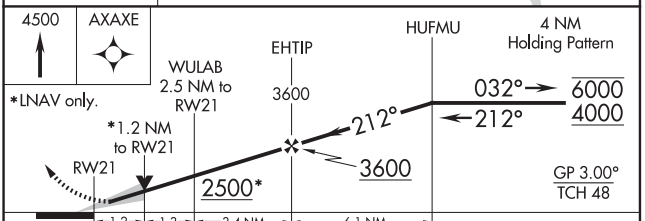
T A ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 4500 direct AXAXE and hold.

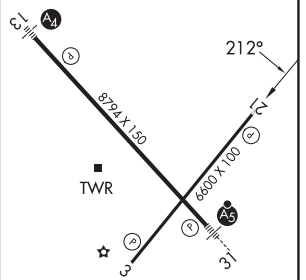
ATIS	BISMARCK APP CON★	BISMARCK TOWER★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1861-¾ 200 (200-¾)			
LNAV/VNAV DA	1970-⅞ 309 (400-⅞)			
LNAV MDA	2100-1 439 (500-1)		2100-1¼ 439 (500-1¼)	
CIRCLING	2200-1 539 (600-1)		2460-2¼ 799 (800-2¼)	2460-2½ 799 (800-2½)

ELEV 1661 D TDZE 1661



REIL Rwys 3 and 21
HIRL Rwys 3-21 and 13-31

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

BISMARCK MUNI (BIS)

WAAS	APP CRS	Rwy Ldg	8794
CH 56599	311°	TDZE	1645
W31A		Apt Elev	1661

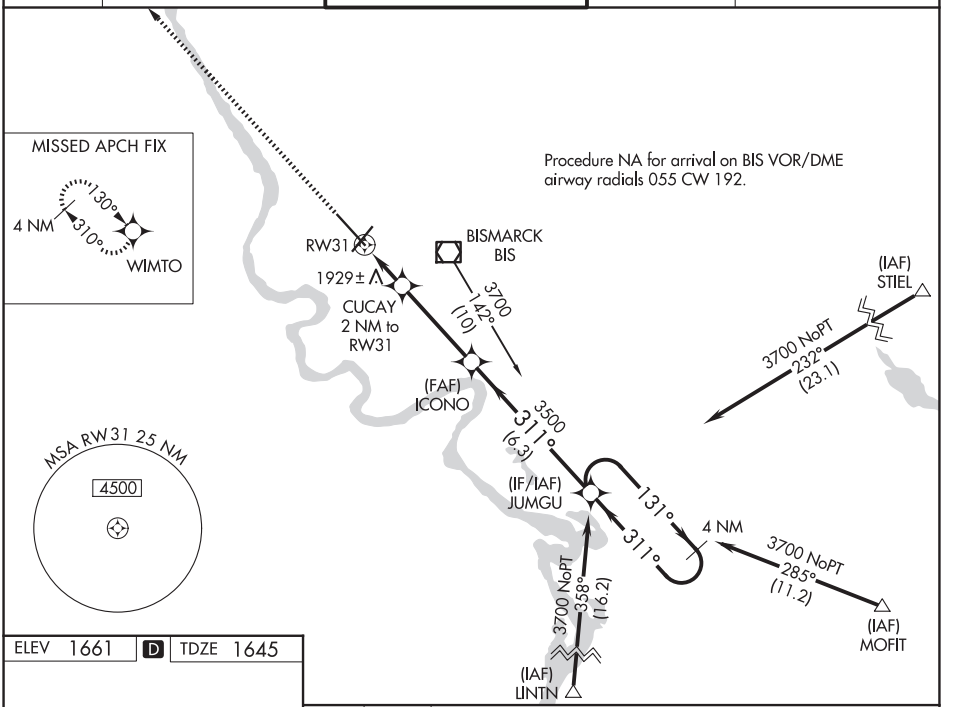
ASR

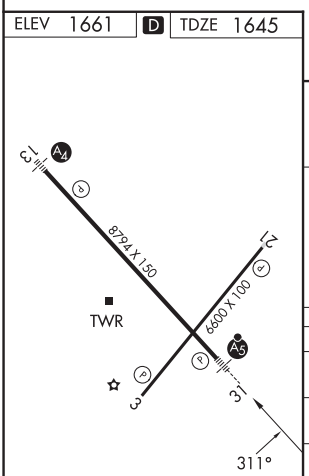
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

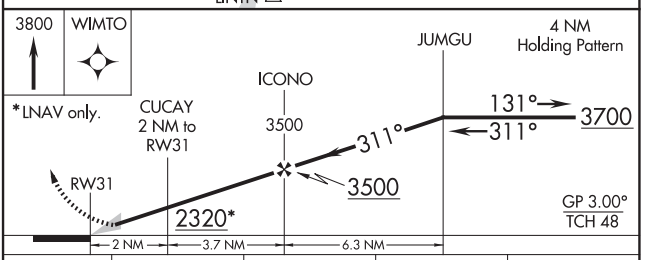
MALSR

MISSED APPROACH: Climb to 3800 direct WIMTO and hold.

ATIS	BISMARCK APP CON★	BISMARCK TOWER★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1845/24 200 (200-½)			
LNAV/VNAV DA	2269-1¾ 624 (700-1¾)			
LNAV MDA	2180/24 535 (600-½)		2180/55 535 (600-1)	
CIRCLING	2200-1 539 (600-1)		2460-2¼ 799 (800-2¼)	2460-2½ 799 (800-2½)

REIL Rwys 3 and 21
HIRL Rwys 3-21 and 13-31

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME BIS	APP CRS	Rwy Ldg	N/A
115.65	271°	TDZE	N/A
Chan 103 (Y)		Apt Elev	1661

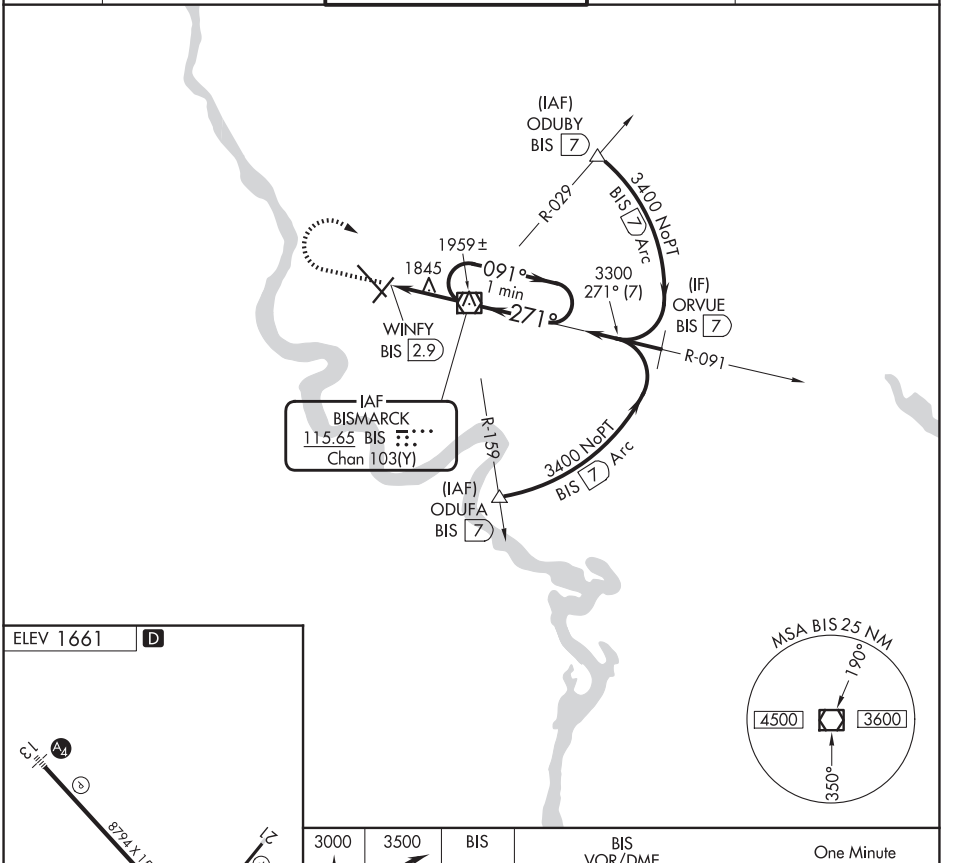
VOR-A

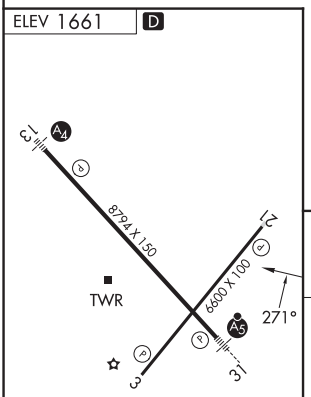
BISMARCK MUNI (BIS)

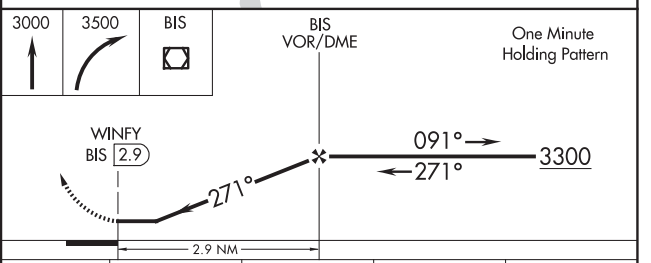
T A ASR

MISSED APPROACH: Climb to 3000 then climbing right turn to 3500 direct BIS VOR/DME and hold.

ATIS	BISMARCK APP CON ★	BISMARCK TOWER ★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) L 257.8	121.9	122.95



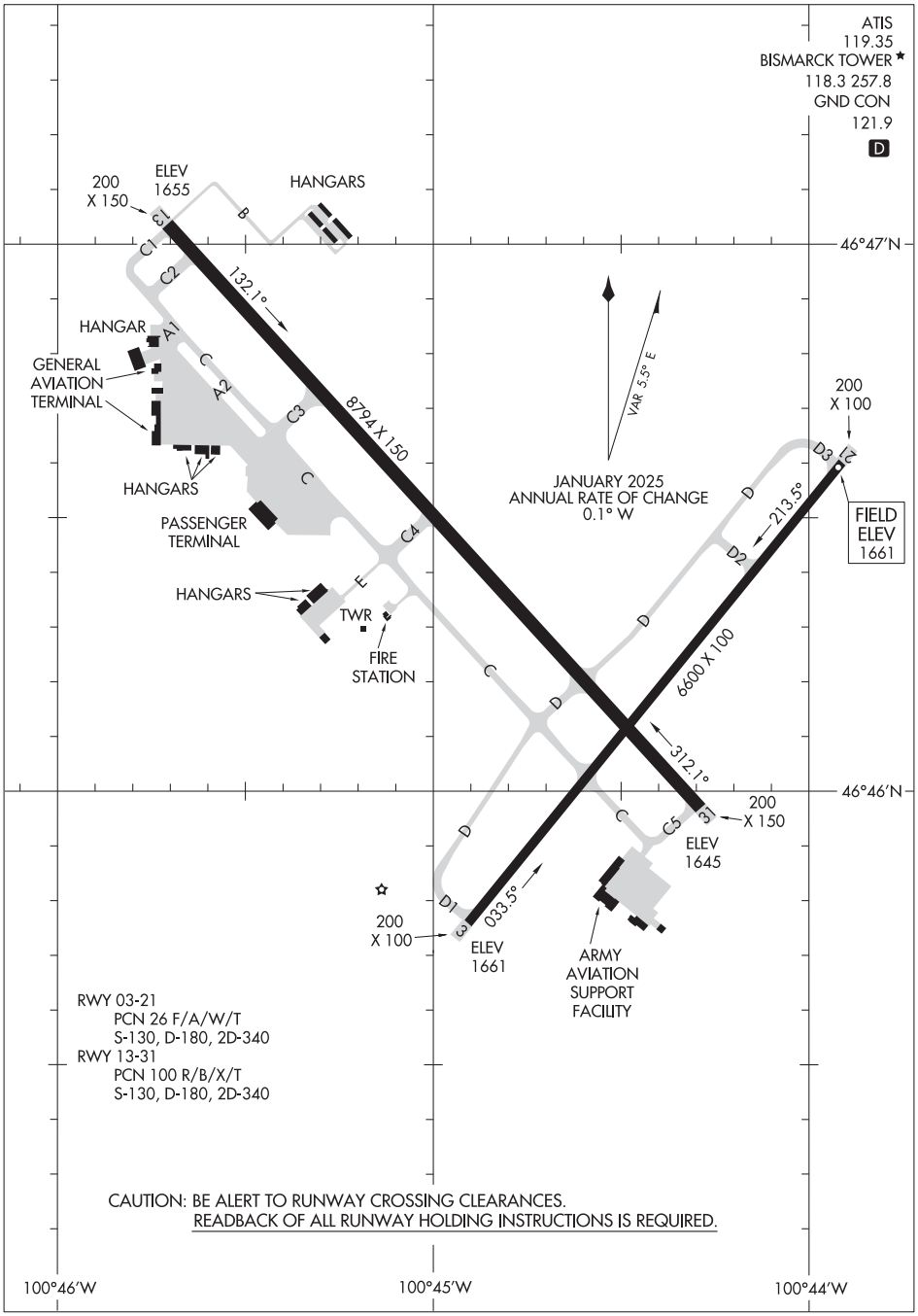




FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

CATEGORY	A	B	C	D
CIRCLING	2200-1	539 (600-1)	2460-2¼	2460-2½
			799 (800-2¼)	799 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025



NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34

BLUE EARTH MUNI (SBU)

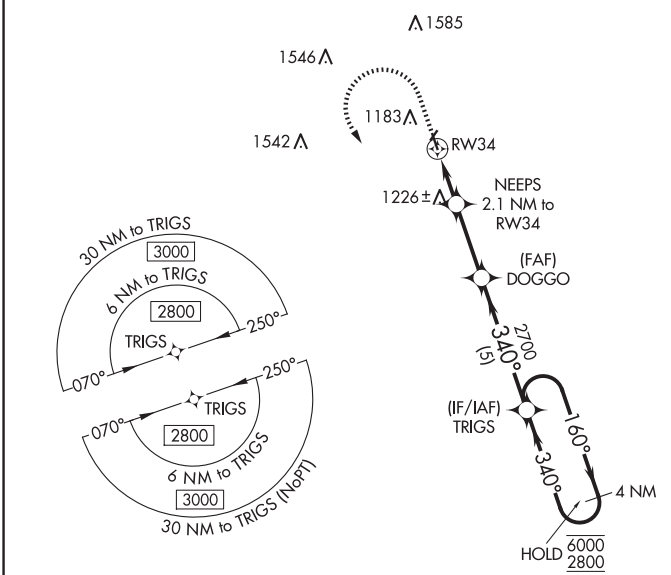
WAAS	APP CRS	Rwy Idg	3400
CH 70339	340°	TDZE	1107
W34A		Apt Elev	1107

RNP APCH - GPS.

T A NA Baro-VNAV NA. Rwy 34 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 3 and 21. Use FRM altimeter setting; when not received, use FXY altimeter setting and increase LPV DA to 1443 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 1593 feet; increase all MDAs 60 feet and visibility Cat C ¼ SM.

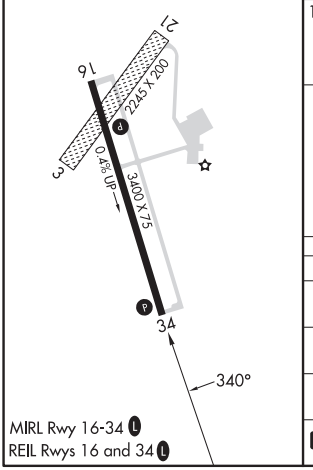
MISSED APPROACH: Climb to 1600 then climbing left turn to 2800 direct TRIGS and hold.

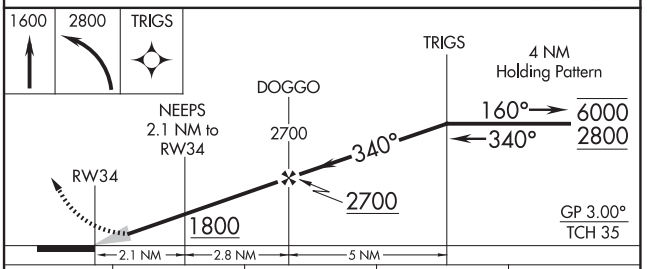
FRM AWOS-3PT	MINNEAPOLIS CENTER	GCO	UNICOM
120.025	127.75 257.7	121.725	122.8 (CTAF) L



ELEV 1107 TDZE 1107

1771





CATEGORY	A	B	C	D
LPV DA	1398-1 291 (300-1)			NA
LNAV/VNAV DA	1548-1⅜ 441 (500-1⅜)			NA
LNAV MDA	1520-1 413 (500-1)		1520-1⅛ 413 (500-1⅛)	NA
C CIRCLING	1560-1 453 (500-1)	1580-1 473 (500-1)	1720-1¾ 613 (700-1¾)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	3700
CH 42545	127°	TDZE	1679
W13A		Apt Elev	1680

RNAV (GPS) RWY 13

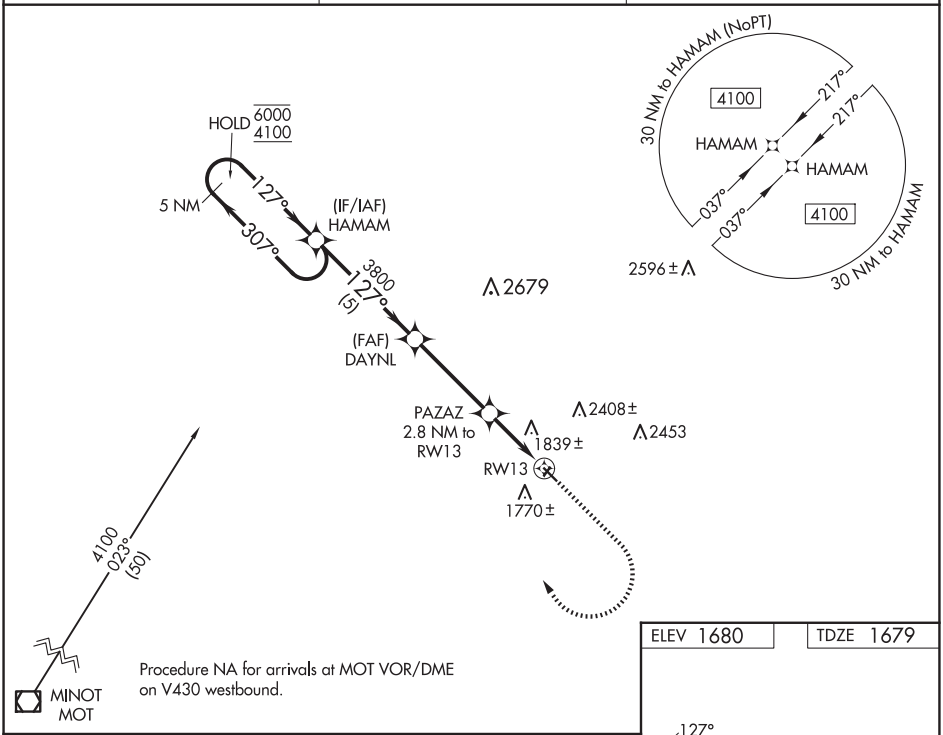
BOTTINEAU MUNI (D09)

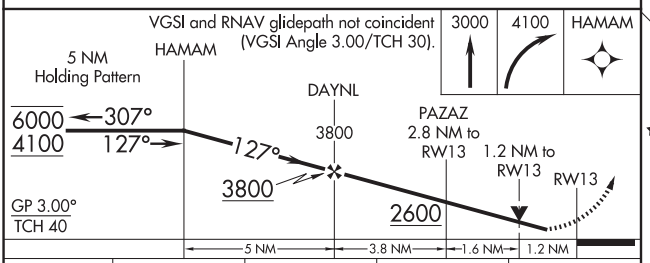
RNP APCH - GPS.

Circling NA to Rwys 3 and 21. Rwy 13 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4100 direct HAMAM and hold.

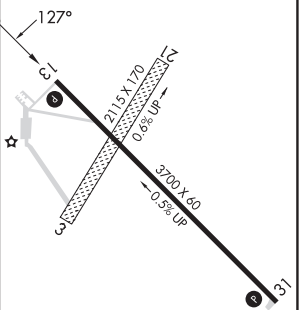
AWOS-3PT	MINOT APP CON *	UNICOM
118.25	119.6 363.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1929-1	250 (300-1)	NA	
LNAV MDA	2100-1	421 (500-1)	NA	
CIRCLING	2200-1 520 (600-1)	2380-1 700 (700-1)	NA	

ELEV 1680 TDZE 1679



MIRL Rwy 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

BOTTINEAU, NORTH DAKOTA | AL-9280 (FAA) | 24361

RNAV (GPS) RWY 31

BOTTINEAU MUNI (D09)

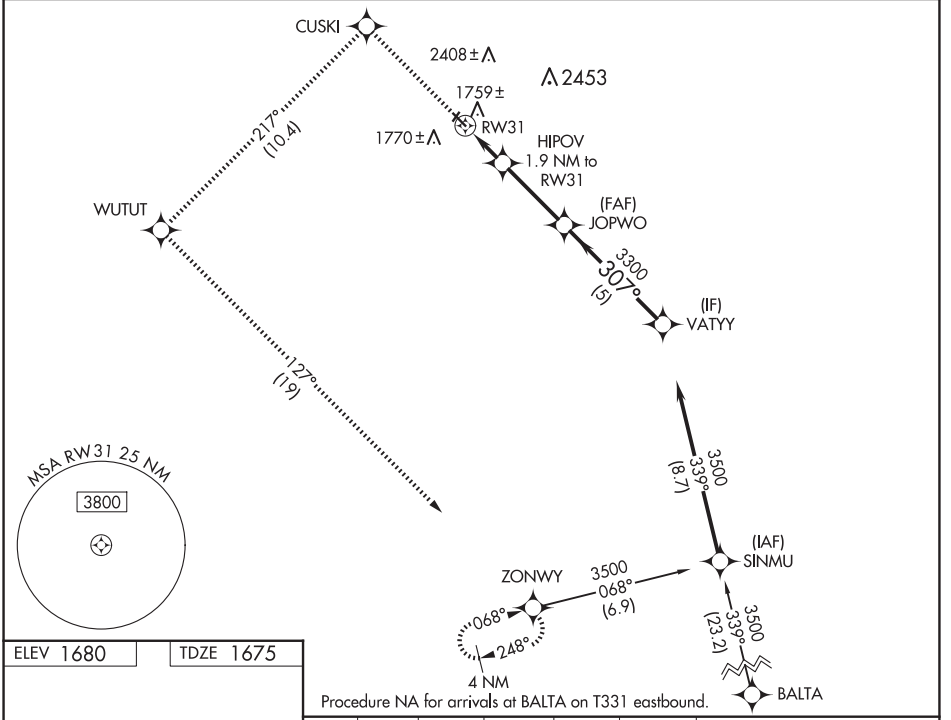
WAAS	APP CRS	Rwy Idg	3700
CH 78217	307°	TDZE	1675
W31A		Apt Elev	1680

RNP APCH - GPS.

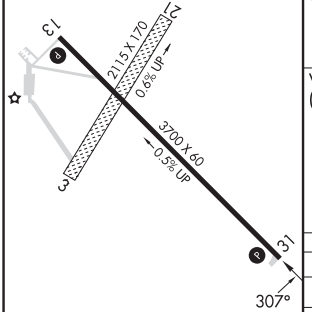
Circling NA to Rwys 3 and 21. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

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.

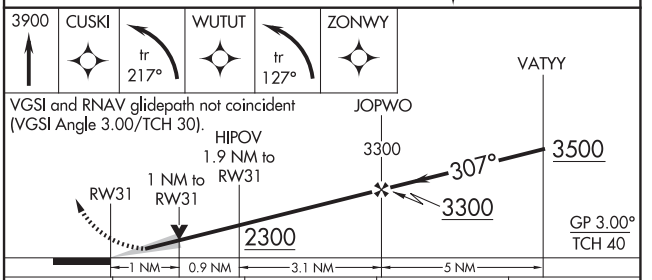
AWOS-3PT	MINOT APP CON★	UNICOM
118.25	119.6 363.8	122.8 (CTAF) L



ELEV 1680 | TDZE 1675



MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1875-1	200 (200-1)	NA	
LNAV/VNAV DA	1925-1	250 (300-1)	NA	
LNAV MDA	2020-1	345 (400-1)	NA	
CIRCLING	2200-1 520 (600-1)	2380-1 700 (700-1)	NA	

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NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 13

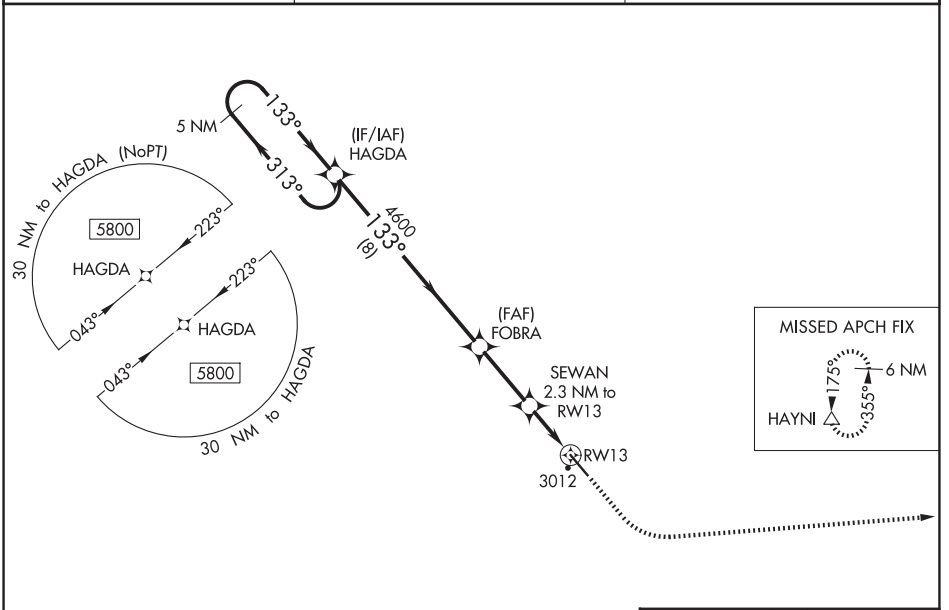
BOWMAN RGNL (BWW)

WAAS	APP CRS	Rwy Ldg	5701
CH 81839	133°	TDZE	2948
W13A		Apt Elev	2965

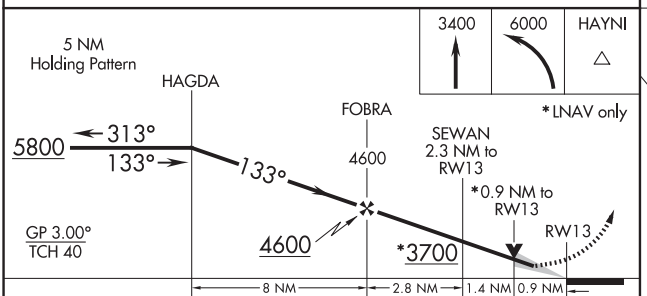
TA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hettinger altimeter setting and increase all DA 102 feet, and all MDA 120 feet; increase LPV and LNAV/VNAV visibility ¼ mile all Cats, and LNAV Cat C visibility ⅜ mile. Baro-VNAV and VDP NA when using Hettinger altimeter setting.

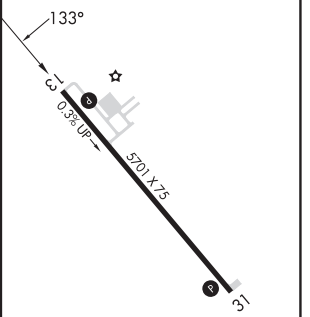
MISSED APPROACH: Climb to 3400 then climbing left turn to 6000 direct HAYNI and hold.

AWOS-3PT	SALT LAKE CITY CENTER	UNICOM
118.075	126.85 305.2	122.8 (CTAF) L



ELEV 2965 TDZE 2948





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	3380-1 415 (500-1)	3420-1 455 (500-1)	3580-1¾ 615 (700-1¾)	3580-2 615 (700-2)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

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NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

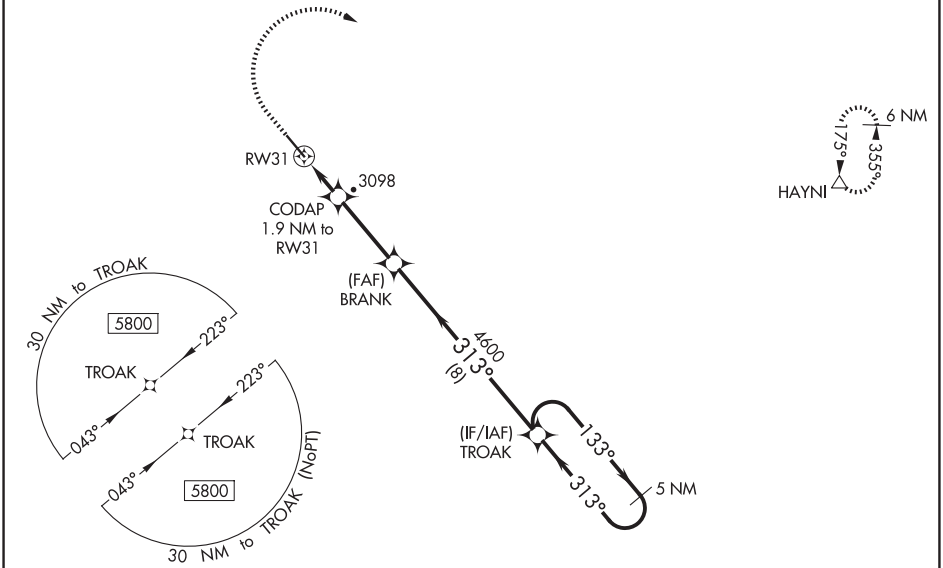
BOWMAN RGNL (BWW)

WAAS	APP CRS	Rwy Ldg	5701
CH 42538	313°	TDZE	2965
W31A		Apt Elev	2965

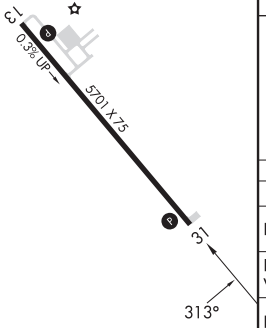
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hettinger altimeter setting and increase all DA 102 feet, and all MDA 120 feet; increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hettinger altimeter setting.

MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct HAYNI and hold.

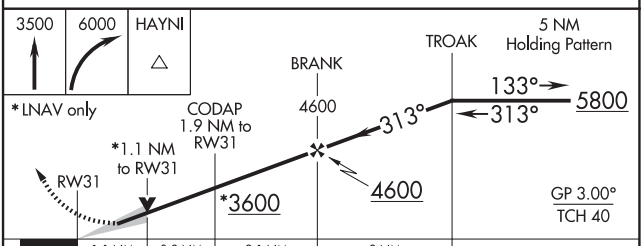
AWOS-3PT	SALT LAKE CITY CENTER	UNICOM
118.075	126.85 305.2	122.8 (CTAF) L



ELEV 2965 TDZE 2965



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



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)		3360-1⅛ 395 (400-1⅛)	
CIRCLING	3380-1 415 (500-1)	3420-1 455 (500-1)	3580-1¾ 615 (700-1¾)	3580-2 615 (700-2)

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NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 23

BRAINERD LAKES RGNL (BRD)

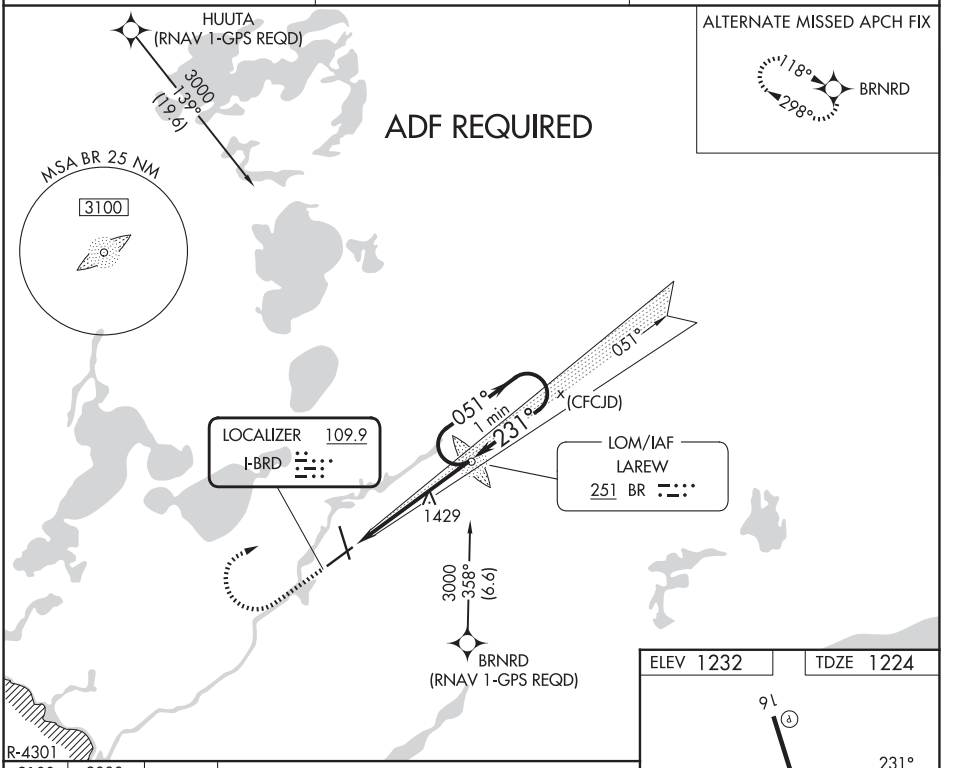
LOC I-BRD	APP CRS	Rwy Ldg	6512
109.9	231°	TDZE	1224
		Apt Elev	1232

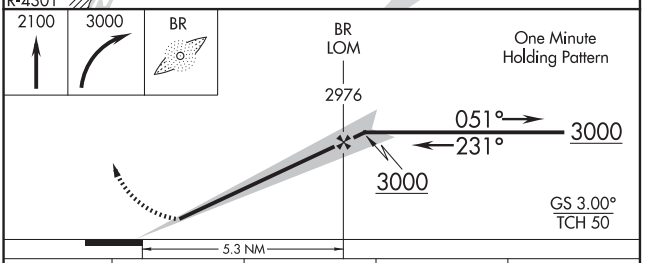
ADF required. When local altimeter setting not received, use Aitkin altimeter setting and increase all DAs 52 feet and all MDAs 60 feet. Increase S-LOC Cat C visibility to 1 SM and Circling Cat D visibility to 2¼ SM.

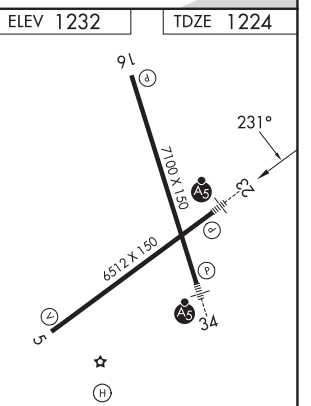
MALSR

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct LAREW LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 23	1424-½ 200 (200-½)			
S-LOC 23	1680-½ 456 (500-½)		1680-⅞ 456 (500-⅞)	1680-1 456 (500-1)
CIRCLING	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	1860-2 628 (700-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

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ILS or LOC/DME RWY 34

BRAINERD LAKES RGNL (BRD)

LOC/DME I-LER	APP CRS	Rwy Ldg	7100
109.7	340°	TDZE	1232
Chan 34		Apt Elev	1232

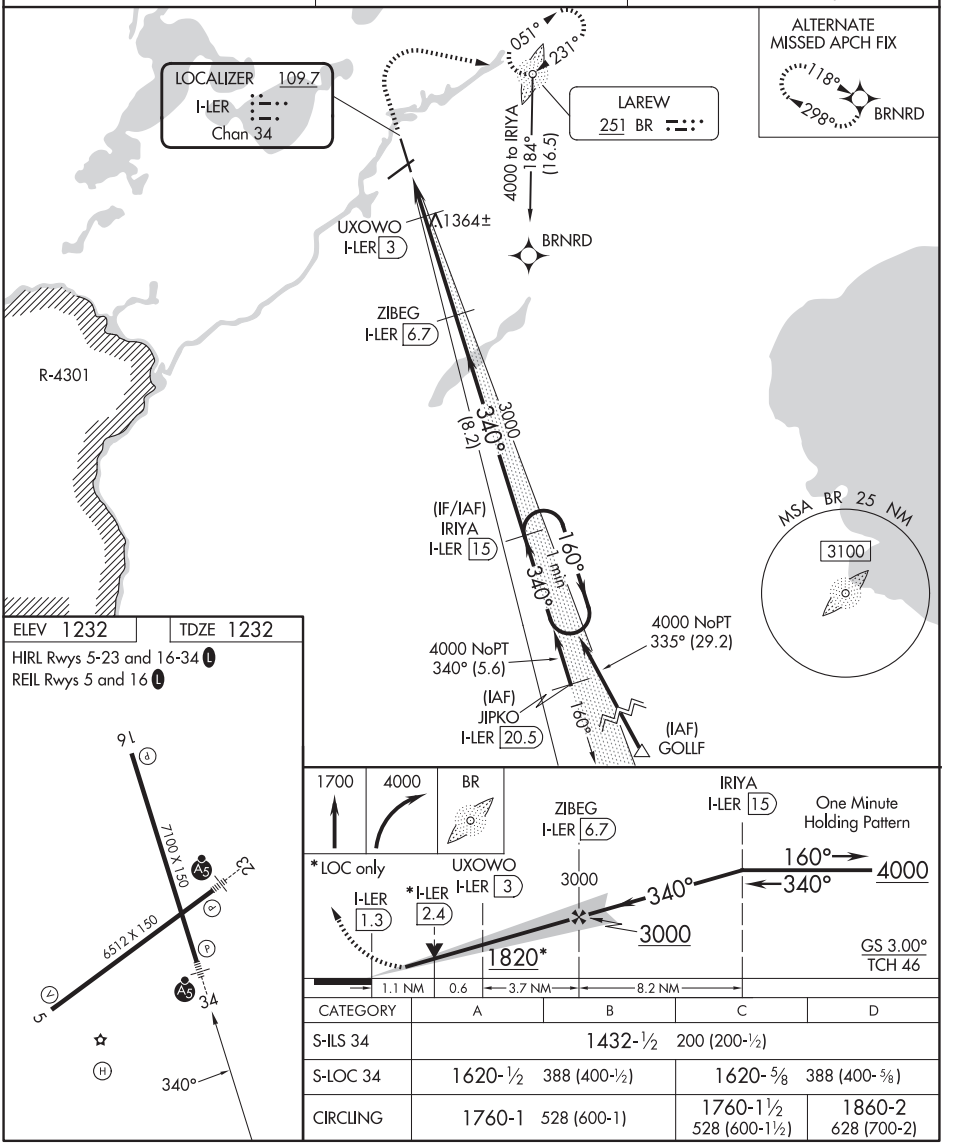
RNP APCH-GPS. from GOLLF.
DME required. ADF required.

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	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L



ELEV 1232 TDZE 1232

HIRL Rwys 5-23 and 16-34 L

REIL Rwys 5 and 16 L

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 528 (600-1½)	1860-2 628 (700-2)

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NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82018 W05A	APP CRS 050°	Rwy Ldg 6512 TDZE 1224 Apt Elev 1232

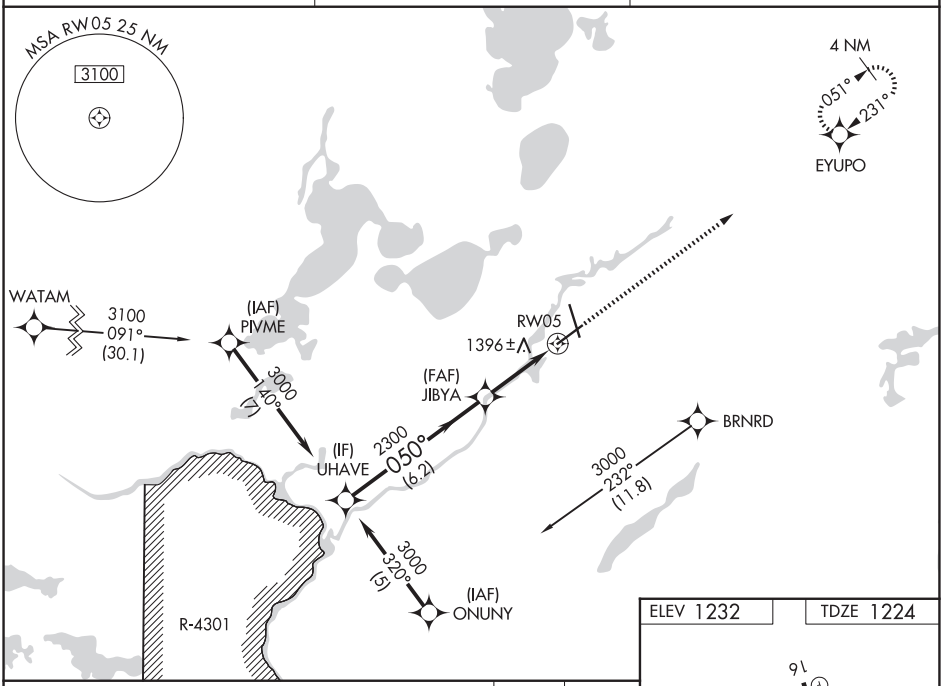
RNAV (GPS) RWY 5

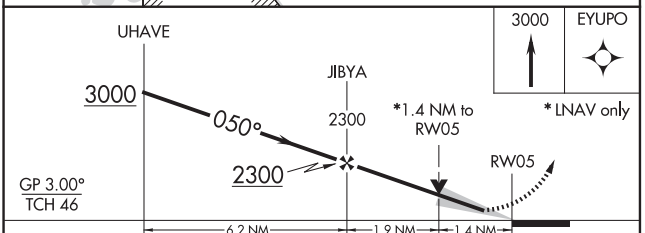
BRAINERD LAKES RGNL (BRD)

Baro-VNAV NA when using Aitkin 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 Aitkin 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 Aitkin altimeter setting.

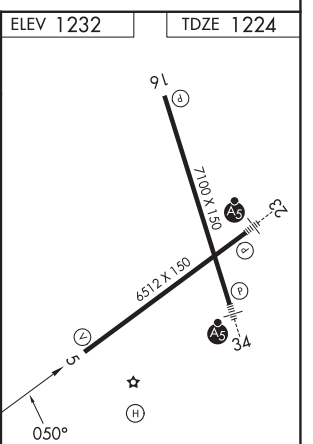
MISSED APPROACH: Climb to 3000 direct EYUPO and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1424-¾ 200 (200-¾)			
LNAV/VNAV DA	1777-2 553 (600-2)			
LNAV MDA	1700-1 476 (500-1)		1700-1¼ 476 (500-1¼)	1700-1½ 476 (500-1½)
CIRCLING	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	1860-2 628 (700-2)



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 23

BRAINERD LAKES RGNL (BRD)

WAAS CH 82502 W23A	APP CRS 231°	Rwy Ldg 6512 TDZE 1224 Apt Elev 1232

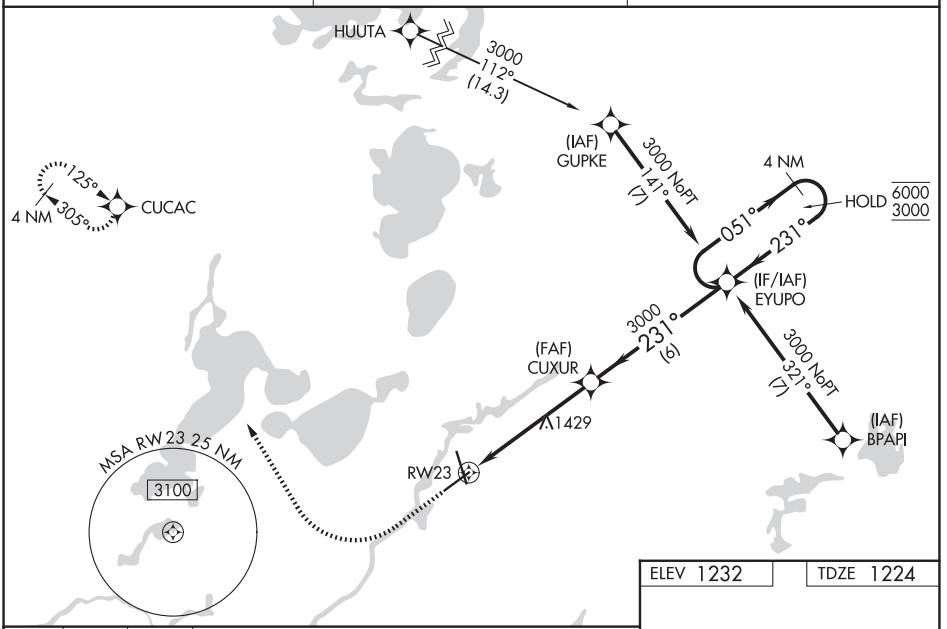
RNP APCH - GPS.

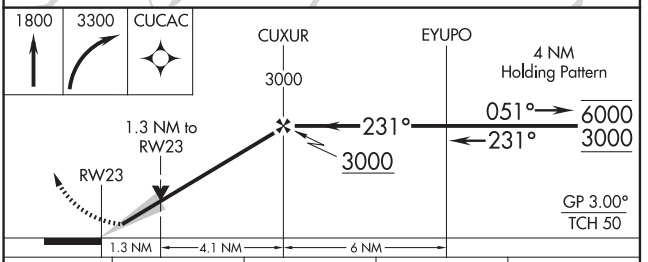
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Baro-VNAV and VDP NA when using AIT altimeter setting. When local altimeter setting not received, use AIT altimeter setting and increase LPV DA to 1476 feet; increase LNAV/VNAV DA to 1553 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D ⅛ SM, and Circling visibility Cat C/D ¼ SM. For inop ALS when using AIT altimeter setting, increase LNAV/VNAV Cats C/D visibility to 1⅜ SM. For inop ALS, increase LNAV/VNAV all Cats visibility ⅞ SM.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 3300 direct CUCAV and hold.

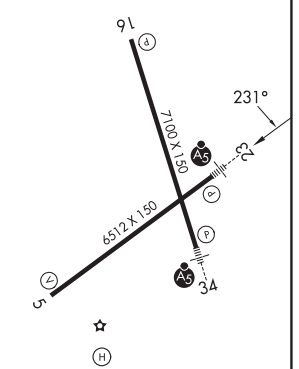
ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1424-½ 200 (200-½)			
LNAV/VNAV DA	1501-½ 277 (300-½)			
LNAV MDA	1680-½ 456 (500-½)		1680-⅞ 456 (500-⅞)	
CIRCLING	1700-1 468 (500-1)		1780-1½ 548 (600-1½)	1860-2 628 (700-2)

ELEV 1232 TDZE 1224



HIRL Rwys 5-23 and 16-34 L
REIL Rwys 5 and 16 L

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NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34

BRAINERD LAKES RGNL (BRD)

WAAS	APP CRS	Rwy Ldg	7100
CH 70711	340°	TDZE	1232
W34A		Apt Elev	1232

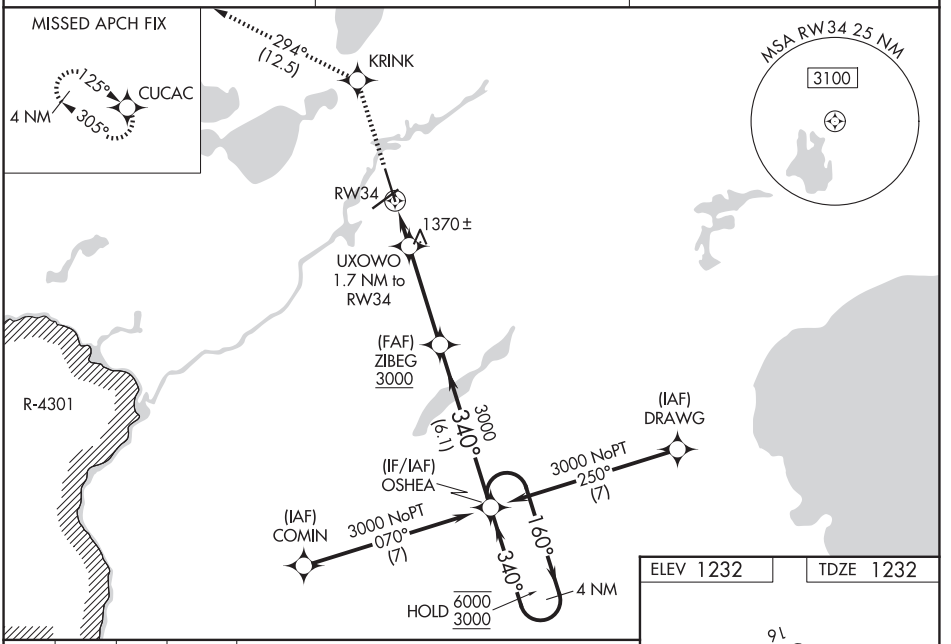
RNP APCH - GPS.

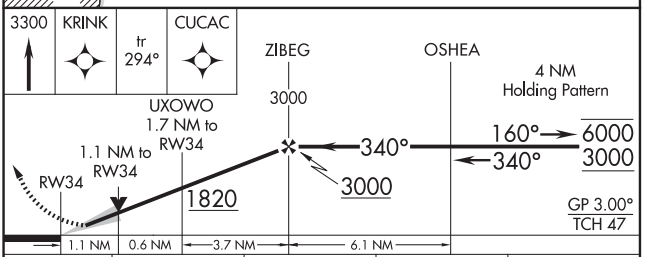
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Baro-VNAV and VDP NA when using AIT altimeter setting. When local altimeter setting not received, use AIT altimeter setting and increase LPV DA to 1484 feet; increase LNAV/VNAV DA to 1578 feet and all visibilities ⅛ SM. 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 ⅞ SM.

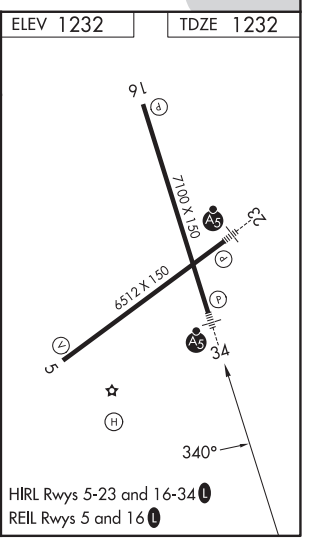
MALSR

MISSED APPROACH: Climb to 3300 direct KRINK and on 294° track to CUCAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
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)

HIRL Rwys 5-23 and 16-34 L
REIL Rwys 5 and 16 L

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NC-1, 07 AUG 2025 to 02 OCT 2025

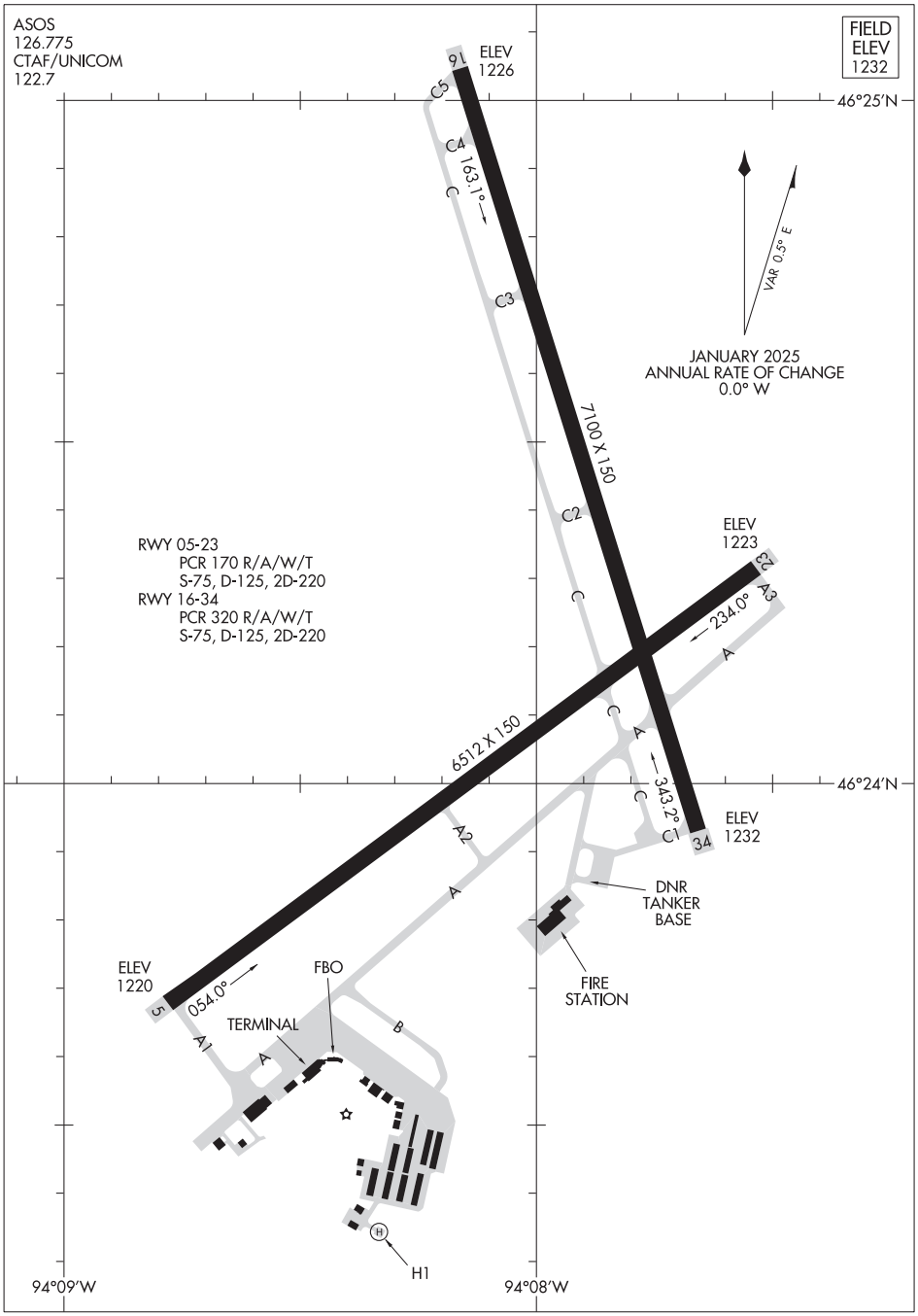
25219

AIRPORT DIAGRAM

AL-5182 (FAA)

BRAINERD LAKES RGNL (BRD)

BRAINERD, MINNESOTA



NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

25219

BRAINERD, MINNESOTA

BRAINERD LAKES RGNL (BRD)

RNAV (GPS) RWY 13

BRITTON MUNI (BTN)

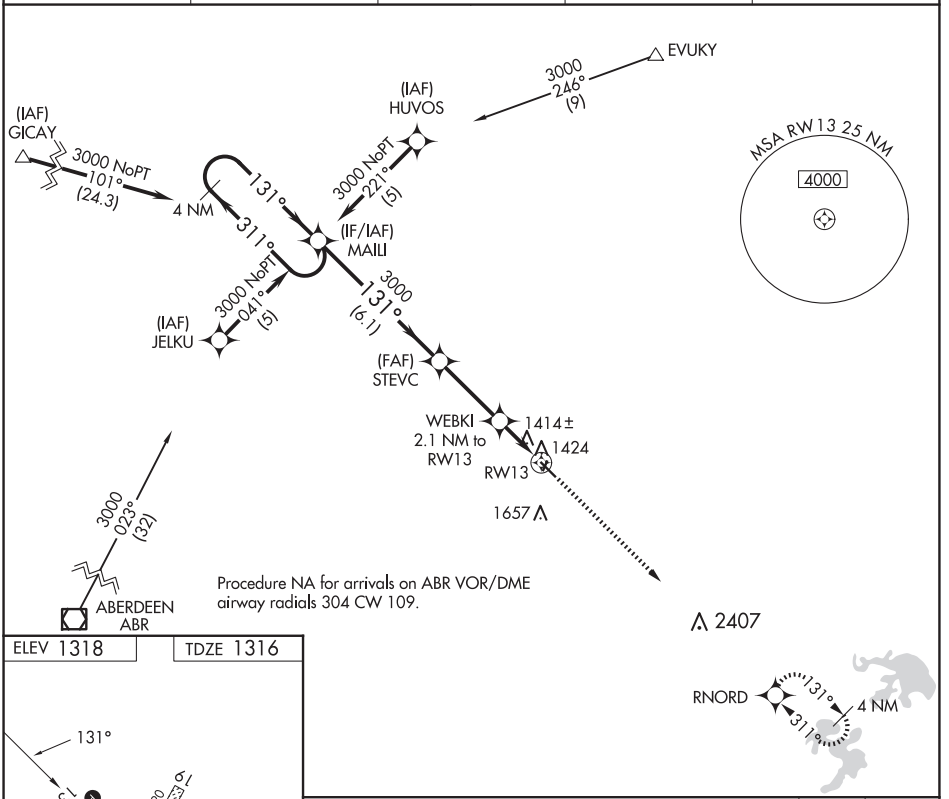
APP CRS	Rwy Idg	4210
131°	TDZE	1316
	Apt Elev	1318

RNP APCH-GPS.

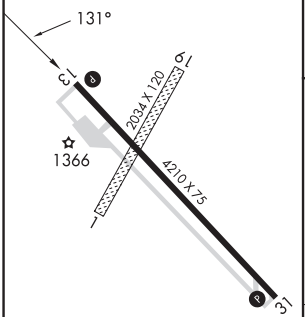
When local altimeter setting not received, use Aberdeen altimeter setting and increase all MDAs 100 feet. Circling NA to Rwys 1 and 19. Rwy 13 helicopter visibility reduction below ¾ SM NA.

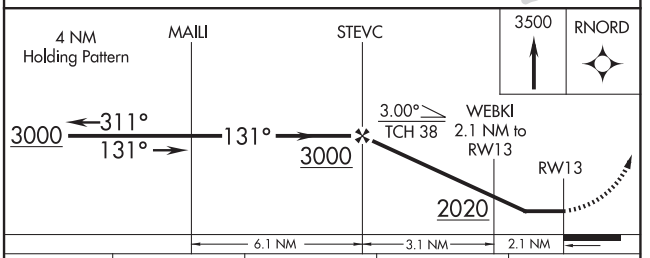
MISSED APPROACH: Climb to 3500 direct RNORD and hold.

AWOS-3P	ABR ASOS	MINNEAPOLIS CENTER	GCO	AUNICOM
118.275	125.875	120.6 371.9	121.725	122.8 (CTAF) L



ELEV 1318 TDZE 1316





CATEGORY	A	B	C	D
LNAV MDA	1820-1	504 (600-1)	NA	
CIRCLING	2000-1 682 (700-1)	2020-1 702 (800-1)	NA	

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

BRITTON MUNI (BTN)

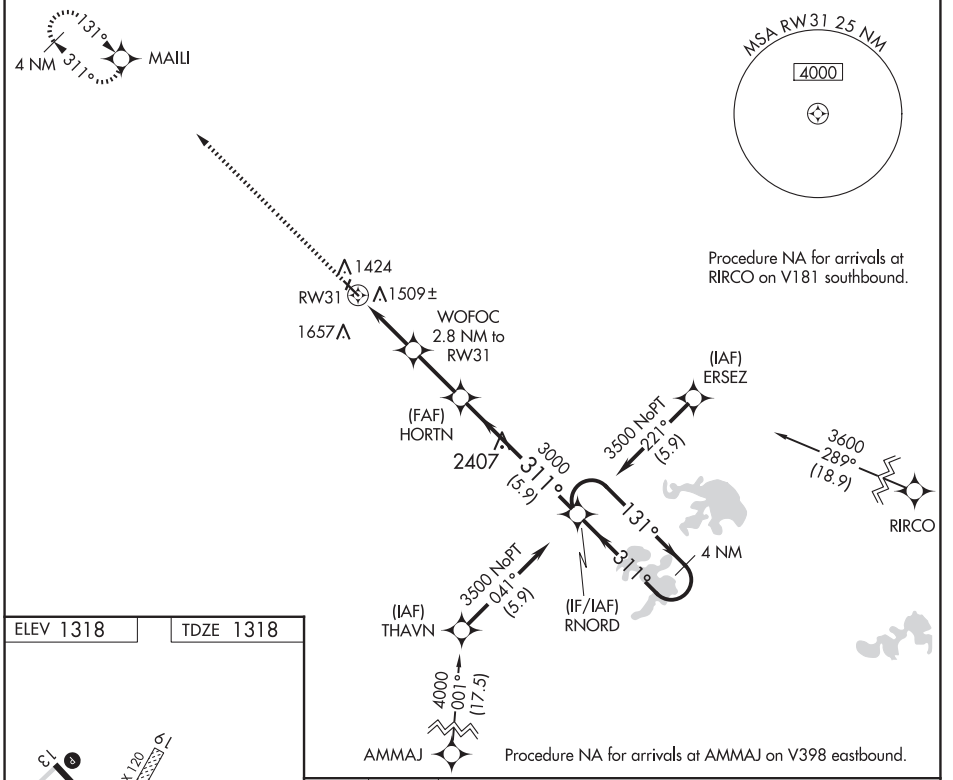
APP CRS	Rwy Idg	TDZE	Apt Elev
311°	4210	1318	1318

RNP APCH-GPS.

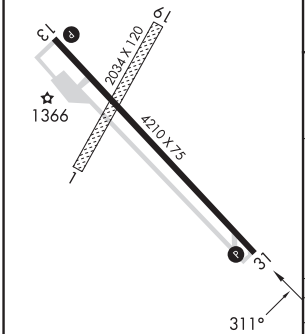
When local altimeter setting not received, use Aberdeen altimeter setting and increase all MDAs 100 feet. Circling NA to Rwys 1 and 19. Rwy 13 helicopter visibility reduction below ¾ SM NA.

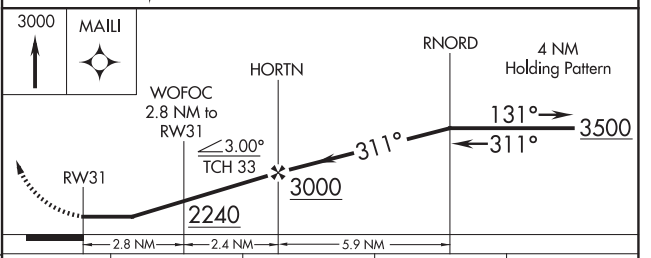
MISSED APPROACH: Climb to 3000 direct MAILI and hold.

AWOS-3P	ABR ASOS	MINNEAPOLIS CENTER	GCO	AUNICOM
118.275	125.875	120.6 371.9	121.725	122.8 (CTAF) L



ELEV 1318 TDZE 1318





CATEGORY	A	B	C	D
LNAV MDA	1860-1 542 (600-1)		NA	
CIRCLING	2000-1 682 (700-1)	2020-1 702 (800-1)	NA	

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

45°49′N-97°45′W

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-BKX	APP CRS	Rwy Idg 6000
111.35	116°	TDZE 1621
Chan 50(Y)		Apt Elev 1648

ILS or LOC RWY 12
BROOKINGS RGNL (BKX)

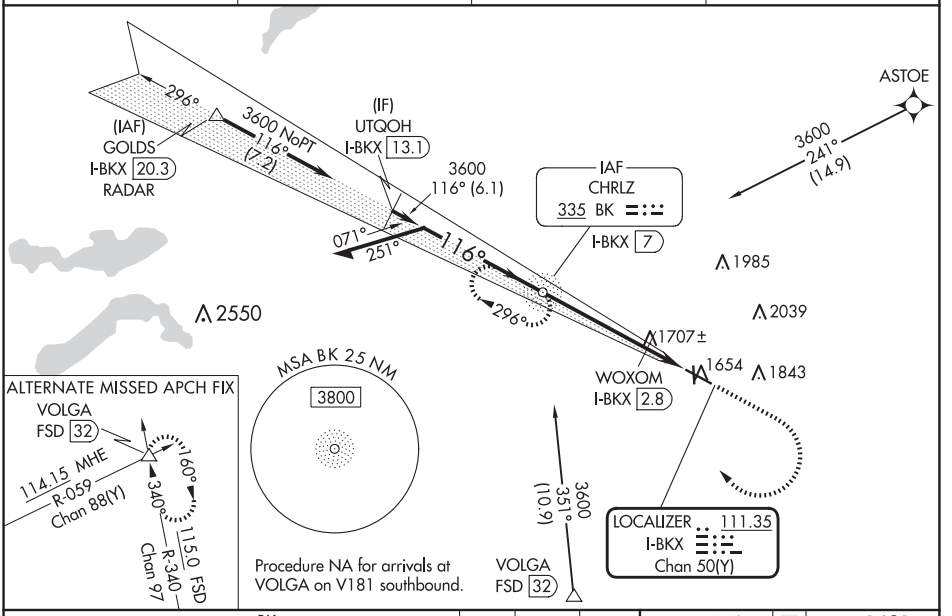
DME required. ADF required. From ASTOE: RNAV 1-GPS required.

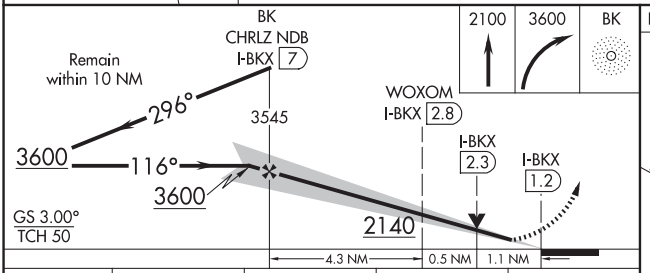
T A NA Circling Rwy 17 NA at night. VDP NA when using Pipestone Muni altimeter setting. For inop ALS, increase S-LOC 12 Cats C/D visibility to 1⅜ SM. For inop ALS when using WOXOM fix minimums, increase S-LOC 12 Cat C/D visibility to 1 SM.

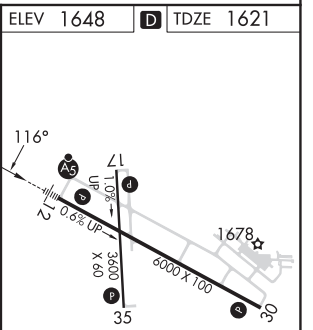
MALSR

MISSED APPROACH: Climb to 2100 then climbing right turn to 3600 direct BK NDB and hold, continue climb-in hold to 3600.

AWOS-3PT	MINNEAPOLIS CENTER	GCO	UNICOM
119.925	132.05 317.4	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 12	1821-½ 200 (200-½)			
S-LOC 12	2140-½ 519 (500-½)		2140-1 519 (500-1)	
C CIRCLING	2140-1 492 (500-1)	2160-1 512 (600-1)	2340-2 692 (700-2)	2340-2¼ 692 (700-2¼)
WOXOM FIX MINIMUMS				
S-LOC 12	2000-½ 379 (400-½)		2000-⅝ 379 (400-⅝)	
C 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 L
MIRL Rwy 17-35 L
REIL Rwys 17, 30, and 35 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

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NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 12

BROOKINGS RGNL (BKX)

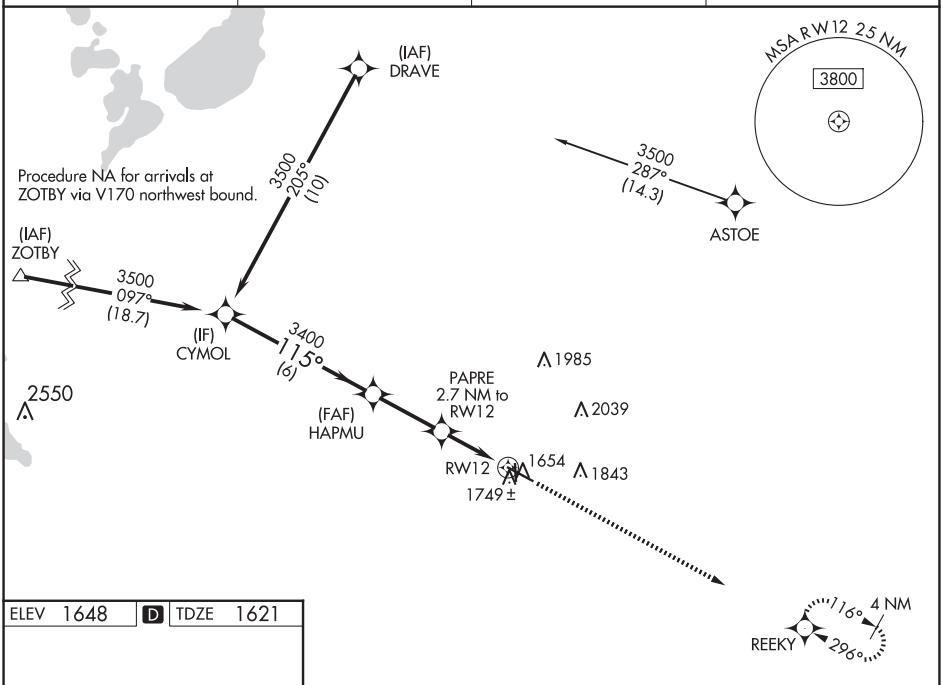
WAAS	APP CRS	Rwy Idg	6000
CH 73036	115°	TDZE	1621
W12A		Apt Elev	1648

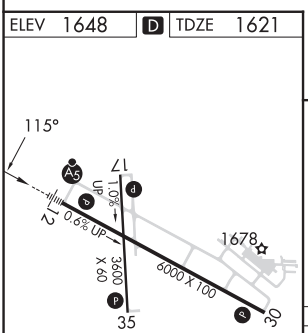
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pipestone altimeter setting and increase all DA 81 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ¼ mile; LNAV Cats C and D visibility ⅜ mile; Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Pipestone altimeter setting. Night landing Rwy 17 NA.

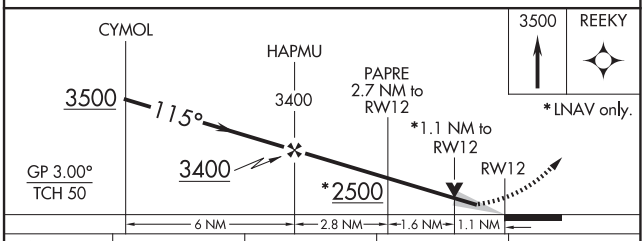
MALSR

MISSED APPROACH: Climb to 3500 direct REEKY and hold.

AWOS-3PT	MINNEAPOLIS CENTER	GCO	UNICOM
119.925	132.05 317.4	121.725	123.0 (CTAF) L







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)	
C 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 L
MIRL Rwy 17-35 L
REIL Rwys 17, 30 and 35 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	6000
CH 82736	296°	TDZE	1637
W30A		Apt Elev	1648

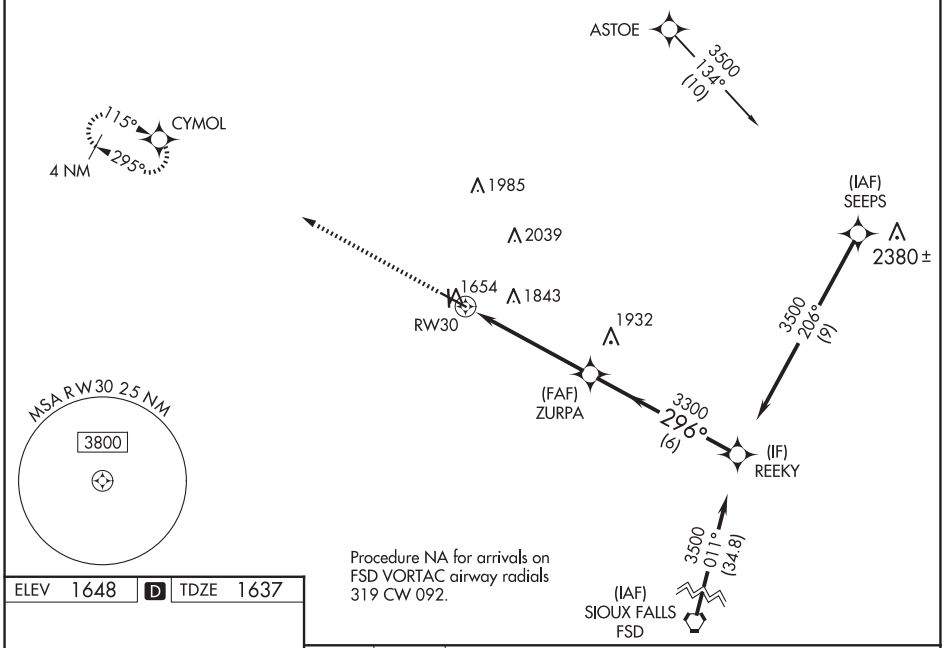
RNAV (GPS) RWY 30
BROOKINGS RGNL (BKX)

RNP APCH.

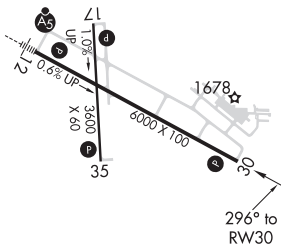
Circling Rwy 17 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Rwy 30 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3500 direct CYMOL and hold.

AWOS-3PT	MINNEAPOLIS CENTER	GCO	UNICOM
119.925	132.05 317.4	121.725	123.0 (CTAF) L



ELEV 1648 D TDZE 1637

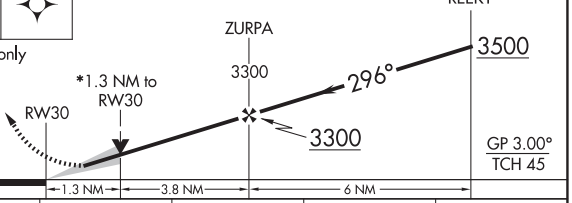


HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwys 17, 30 and 35 L

3500 CYMOL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).

*LNAV only



CATEGORY	A	B	C	D
LPV DA	1887-1 250 (300-1)			
LNAV/VNAV DA	1968-1⅛ 331 (400-1⅛)			
LNAV MDA	2080-1 443 (500-1)		2080-1⅜ 443 (500-1⅜)	
C CIRCLING	2140-1 492 (500-1)	2160-1 512 (600-1)	2340-2 692 (700-2)	2340-2¼ 692 (700-2¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

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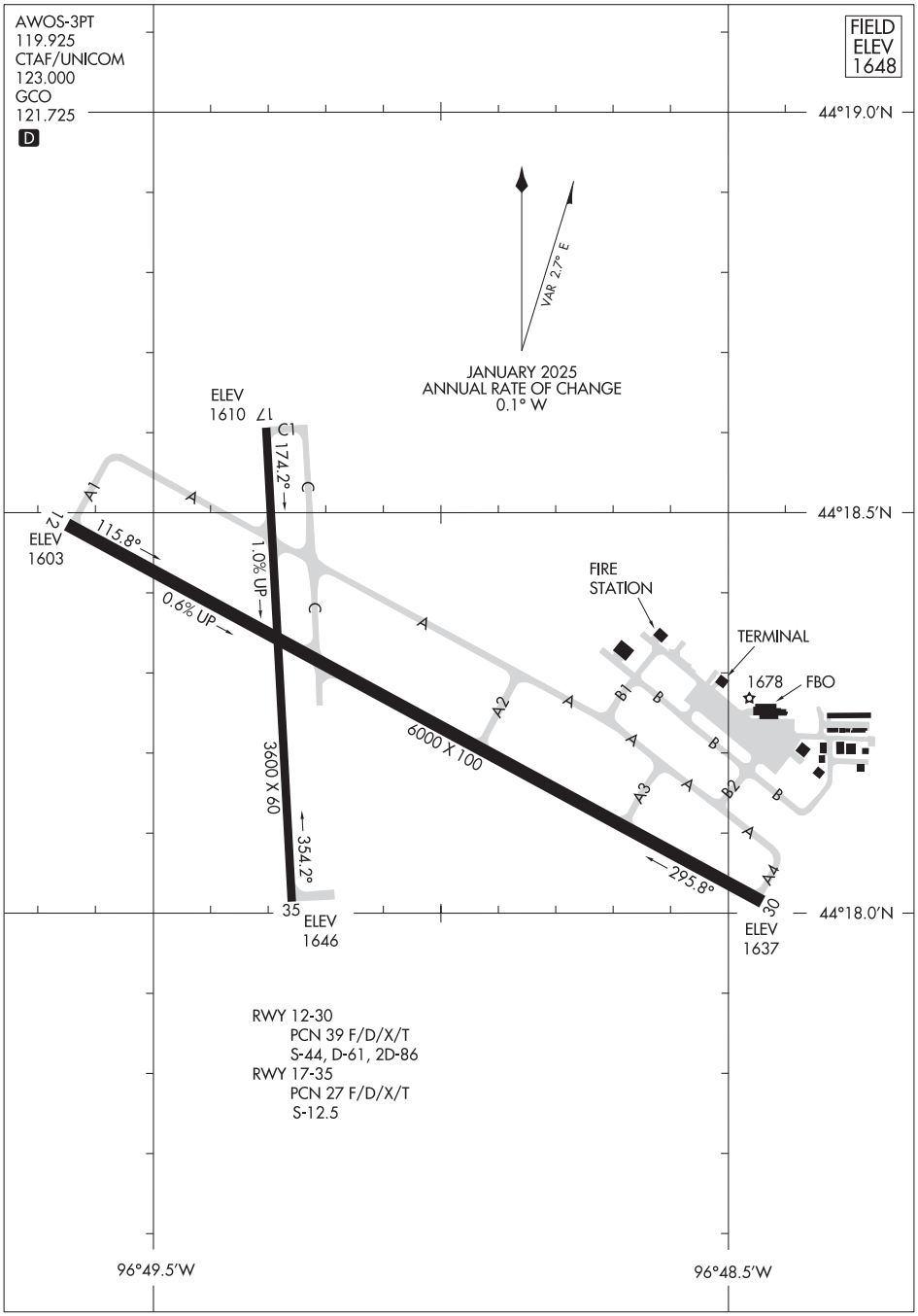
AIRPORT DIAGRAM

AL-969 (FAA)

BROOKINGS RGNL (BKX)
BROOKINGS, SOUTH DAKOTA



AIRPORT DIAGRAM
25107

BROOKINGS, SOUTH DAKOTA
BROOKINGS RGNL (BKX)

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36

BUFFALO MUNI (CFE)

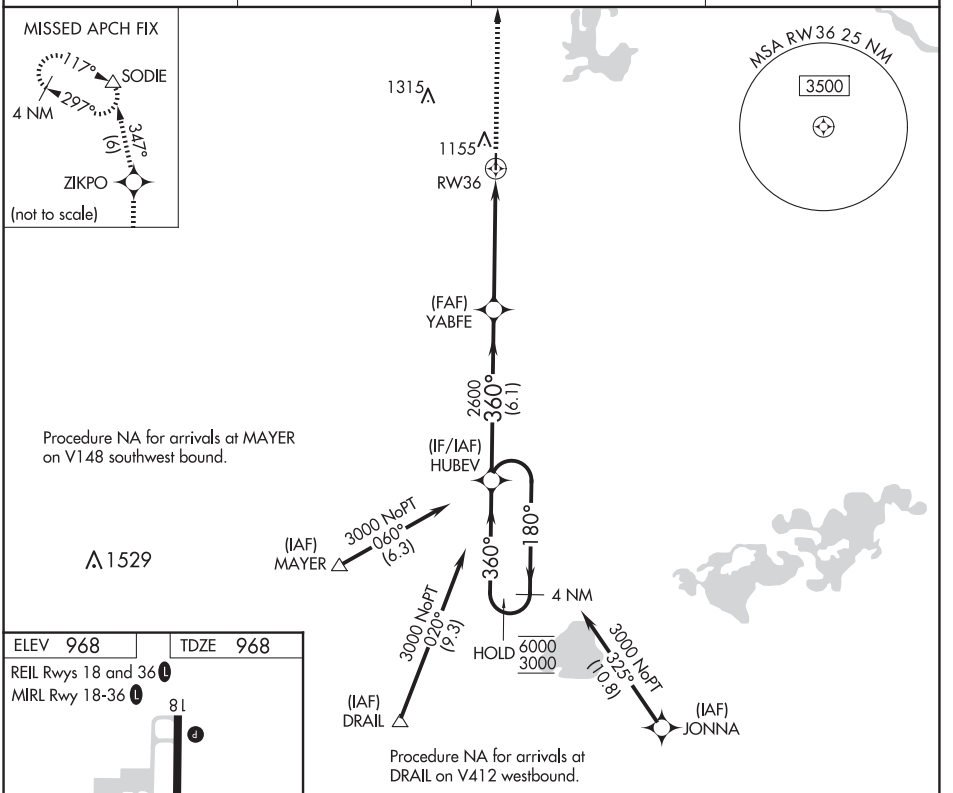
APP CRS	Rwy Idg	3200
360°	TDZE	968
	Apt Elev	968

RNP APCH - GPS.

Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3400 direct ZIKPO and on track 347° to SODIE and hold.

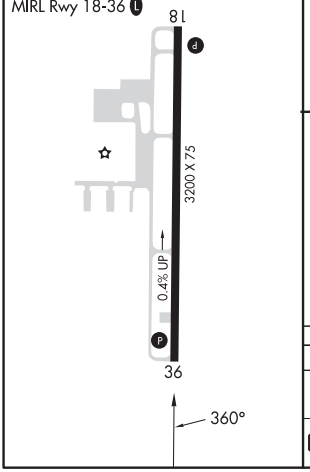
AWOS-3PT	MINNEAPOLIS APP CON	GCO	UNICOM
120.45	126.5 335.65	121.725	122.8 (CTAF) L

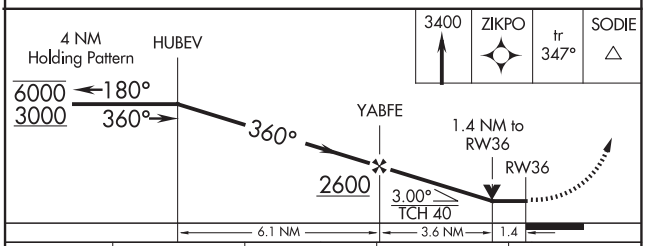


ELEV 968 TDZ 968

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L





CATEGORY	A	B	C	D
LNAV MDA	1460-1	492 (500-1)	1460-1⅜ 492 (500-1⅜)	NA
C CIRCLING	1460-1 492 (500-1)	1540-1 572 (600-1)	1580-1½ 612 (700-1½)	NA

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NC-1, 07 AUG 2025 to 02 OCT 2025

BUFFALO, MINNESOTA AL-6583 (FAA) 21336

VORTAC GEP	APP CRS	Rwy Idg	N/A
117.3	266°	TDZE	N/A
Chan 120		Apt Elev	968

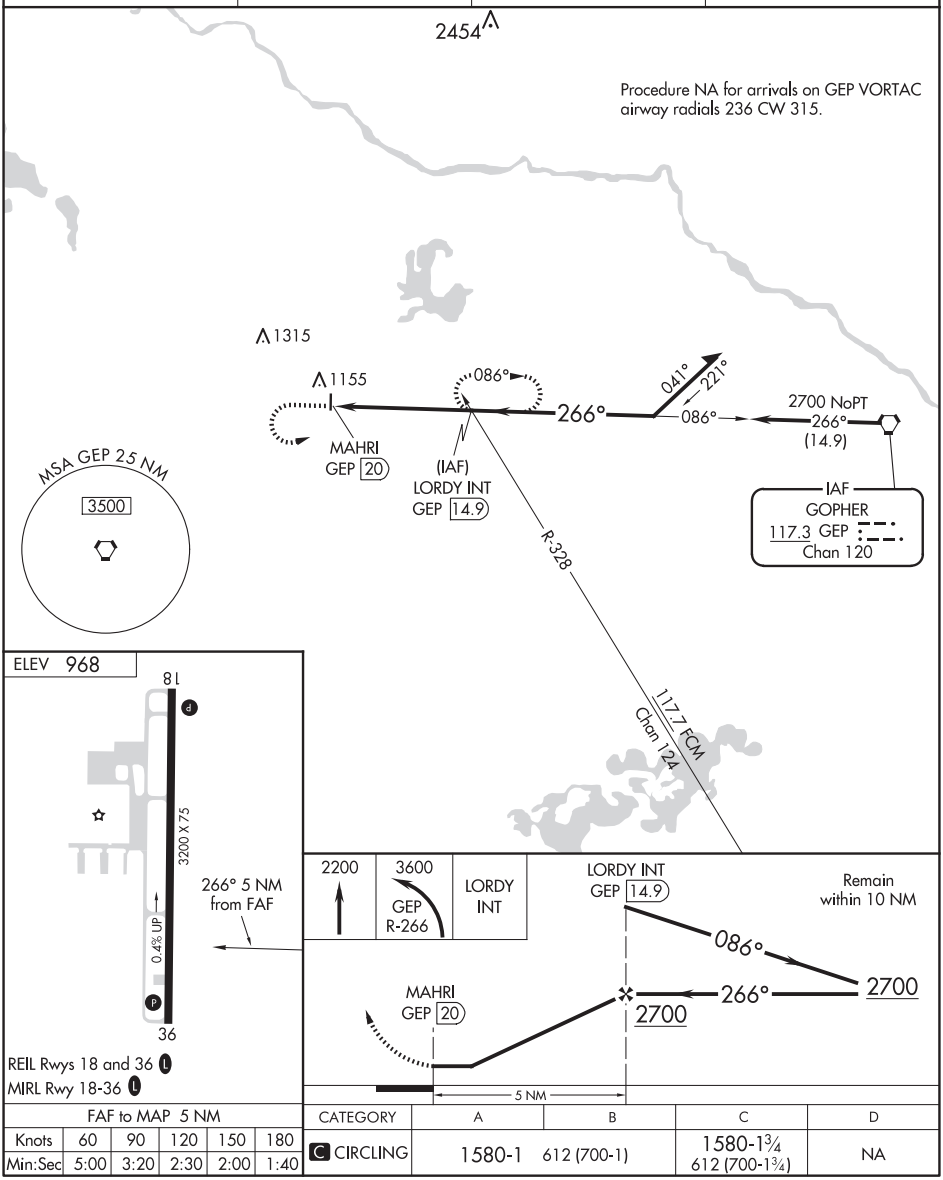
VOR-A

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	MINNEAPOLIS APP CON	GCO	UNICOM
120.45	126.5 335.65	121.725	122.8 (CTAF) L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
C CIRCLING	1580-1	612 (700-1)	1580-1¾ 612 (700-1¾)	NA

BUFFALO, MINNESOTA
Orig-A 23APR20

45°10′N-93°51′W

BUFFALO MUNI (CFE)
VOR-A

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS)-B

HOUSTON COUNTY (CHU)

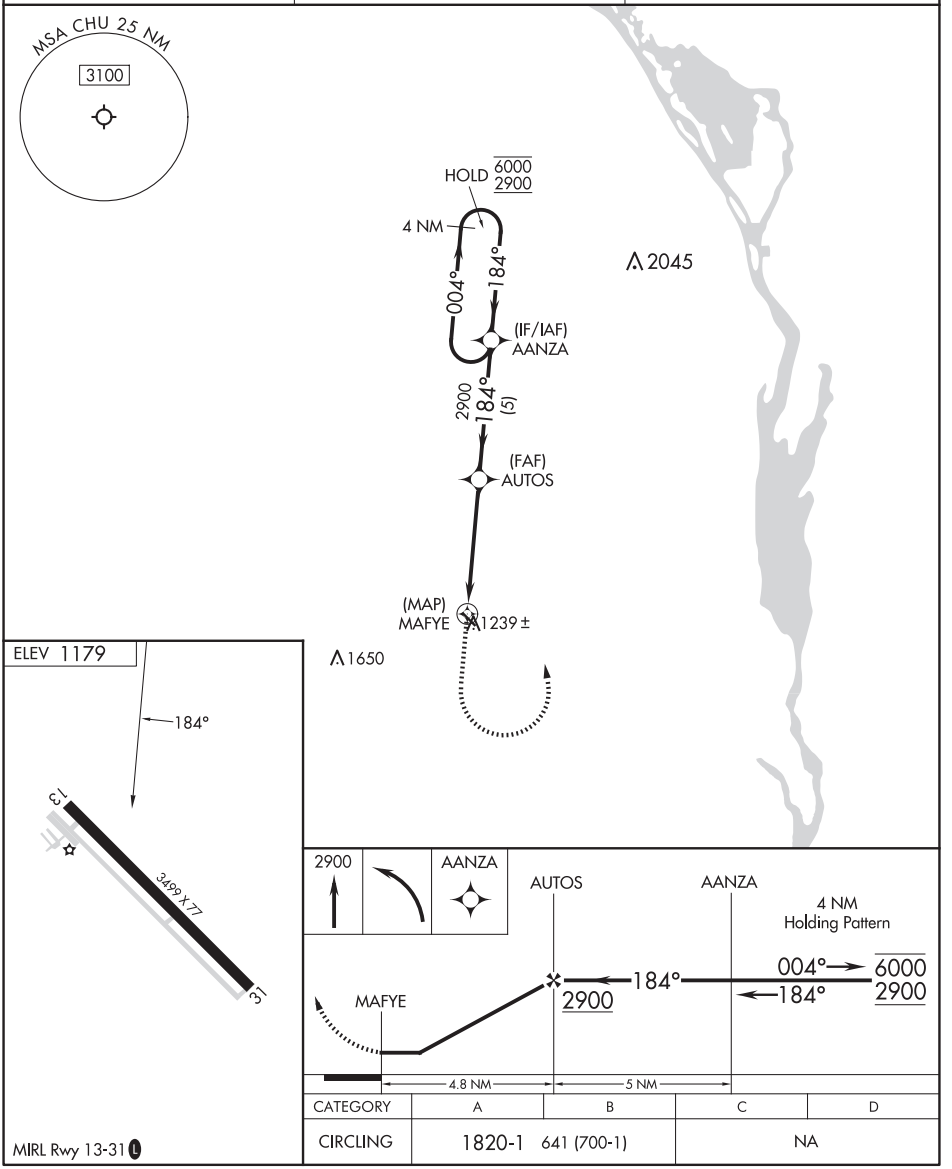
APP CRS	Rwy Idg	N/A
184°	TDZE	N/A
	Apt Elev	1179

RNP APCH - GPS.

NA Procedure NA at night. Rwy 13 and 31 helicopter visibility reduction below 1 SM NA. Use La Crosse Rgnl altimeter setting.

MISSED APPROACH: Climb to 2900 then left turn direct AANZA and hold.

LSE ASOS	MINNEAPOLIS CENTER	CTAF
124.95	128.6 363.0	122.9 L



CATEGORY	A	B	C	D
CIRCLING	1820-1	641 (700-1)	NA	

MIRL Rwy 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

CALEDONIA, MINNESOTA | AL-6374 (FAA) | 23166

VOR-A

HOUSTON COUNTY (CHU)

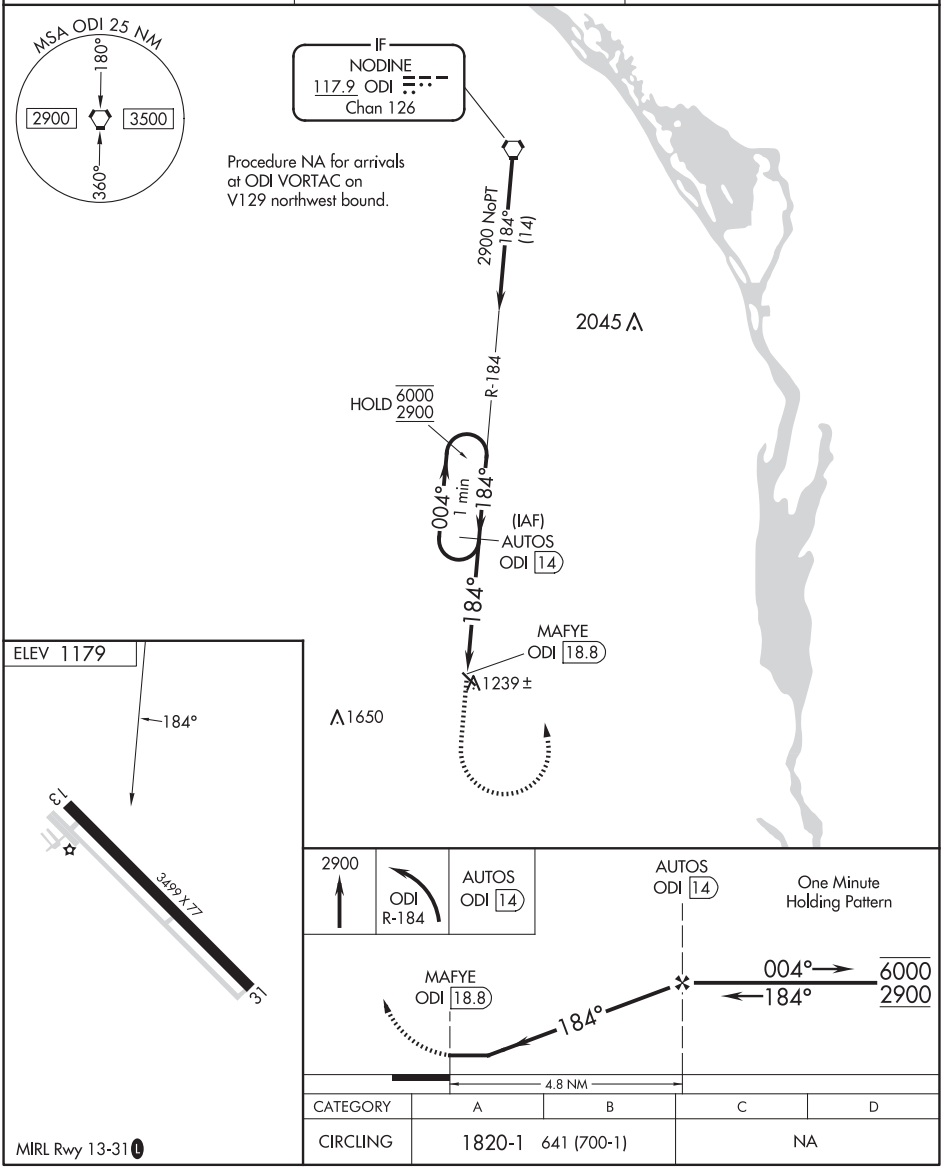
VORTAC ODI 117.9 Chan 126	APP CRS 184°	Rwy Idg N/A TDZE N/A Apt Elev 1179

DME required.

T A NA — Use La Crosse Rgnl altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 2900 then left turn on ODI VORTAC R-184 to AUTOS/ODI 14 DME and hold.

LSE ASOS	MINNEAPOLIS CENTER	CTAF
124.95	128.6 363.0	122.9 L



CATEGORY	A	B	C	D
CIRCLING	1820-1	641 (700-1)	NA	

MIRL Rwy 13-31 L

CALEDONIA, MINNESOTA
Amdt 4 15JUN23

43°36′N-91°30′W

HOUSTON COUNTY (CHU)

VOR-A

NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4001
161°	TDZE	945
	Apt Elev	945

RNAV (GPS) RWY 16

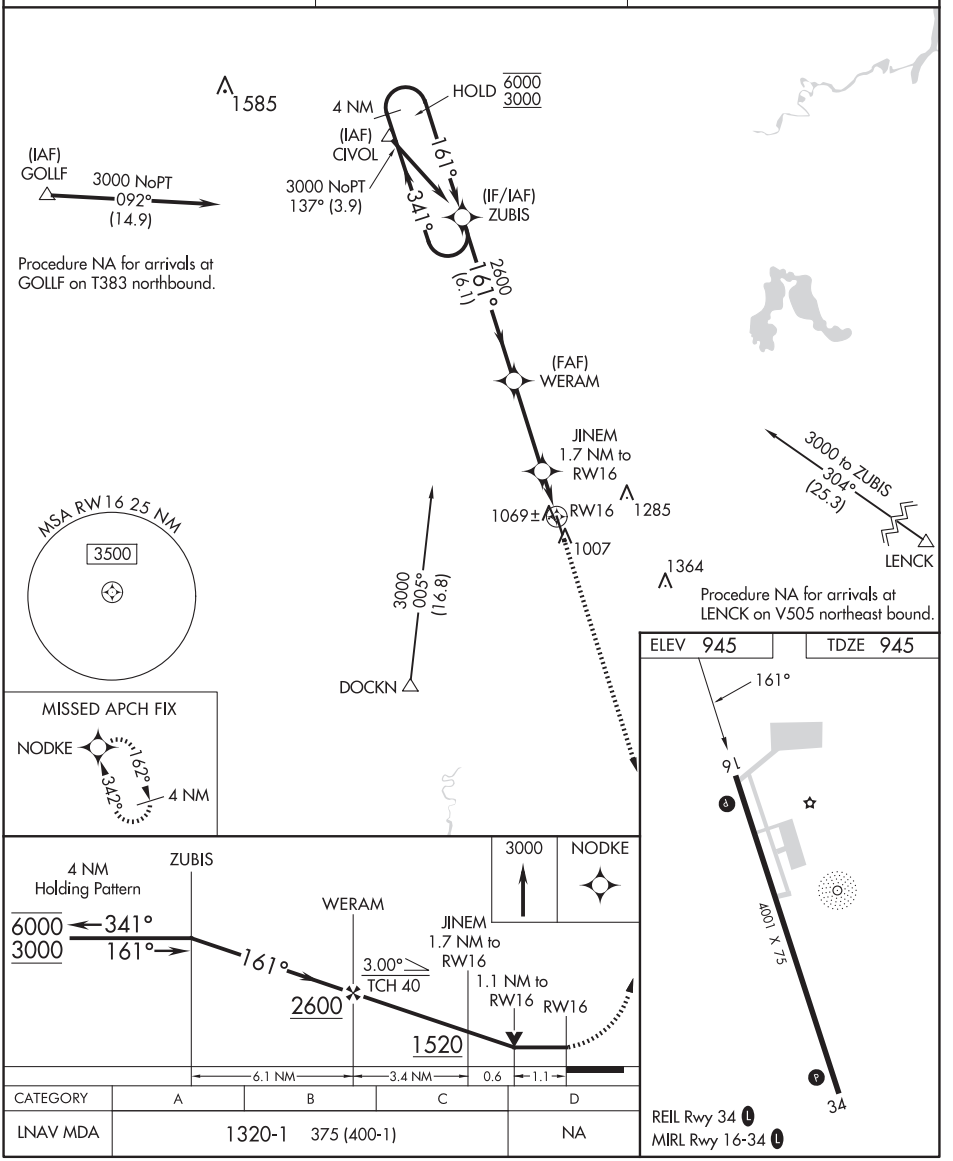
CAMBRIDGE MUNI (CBG)

RNP APCH.

Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct NODKE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	121.05 235.775	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1320-1	375 (400-1)		NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

CAMBRIDGE, MINNESOTA AL-6257 (FAA) 22251

WAAS	APP CRS	Rwy Idg	4001
CH 56328	342°	TDZE	945
W34A		Apt Elev	945

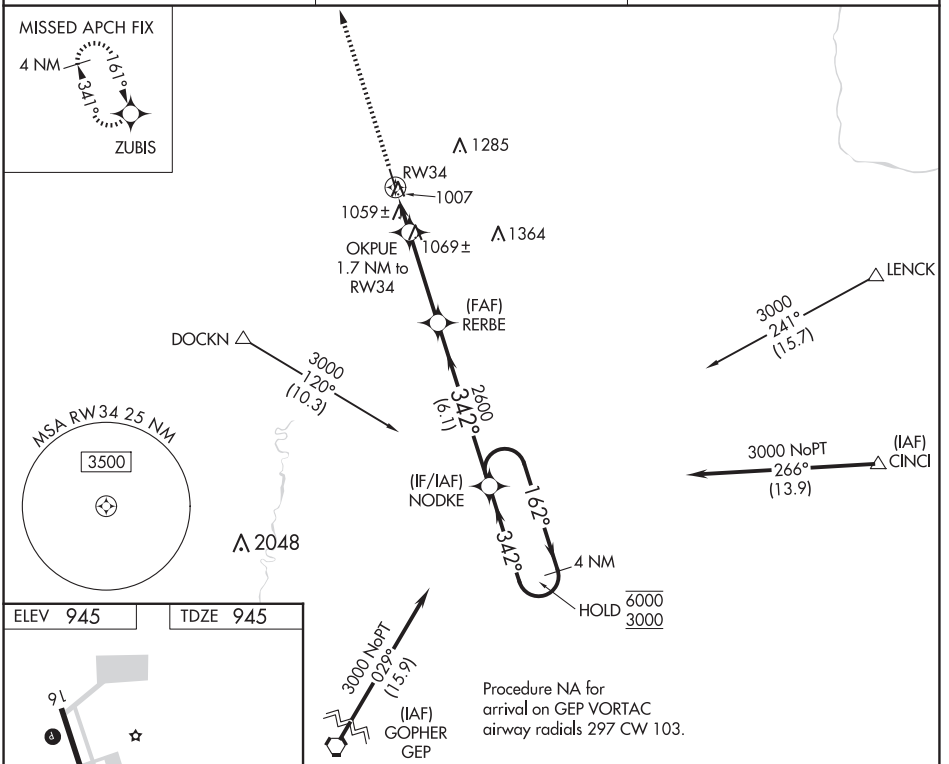
RNAV (GPS) RWY 34
CAMBRIDGE MUNI (CBG)

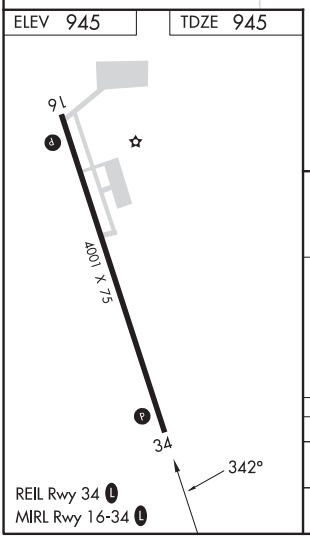
RNP APCH.

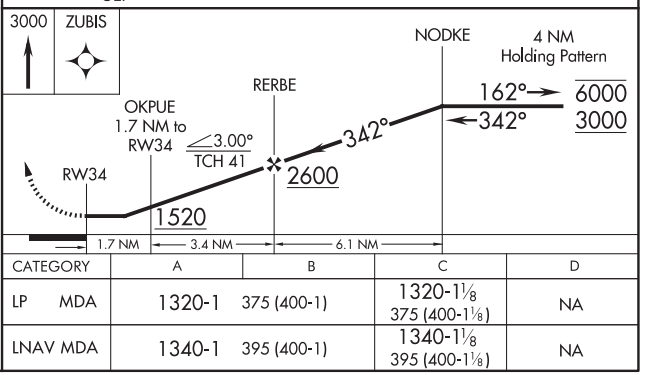
Rwy 34 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct ZUBIS and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	121.05 235.775	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	1320-1	375 (400-1)	1320-1⅛ 375 (400-1⅛)	NA
LNAV MDA	1340-1	395 (400-1)	1340-1⅛ 395 (400-1⅛)	NA

CAMBRIDGE, MINNESOTA
Orig-C 05DEC19

45°33′N-93°16′W

CAMBRIDGE MUNI (CBG)
RNAV (GPS) RWY 34

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 56418 W12A	APP CRS 118°	Rwy Idg 4648 TDZE 1194 Apt Elev 1194

RNAV (GPS) RWY 12

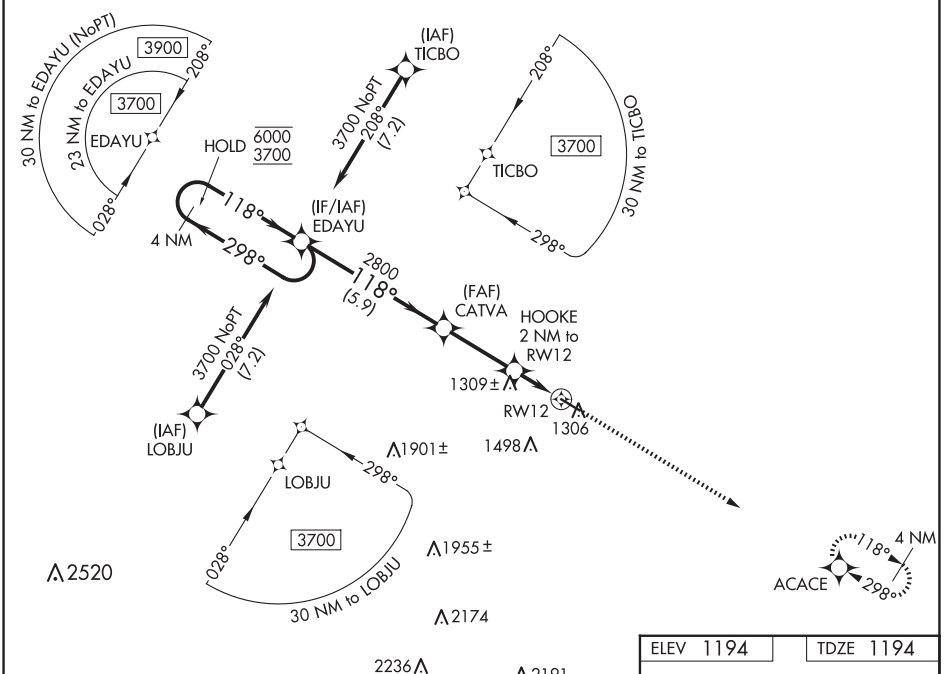
MYERS FLD (CNB)

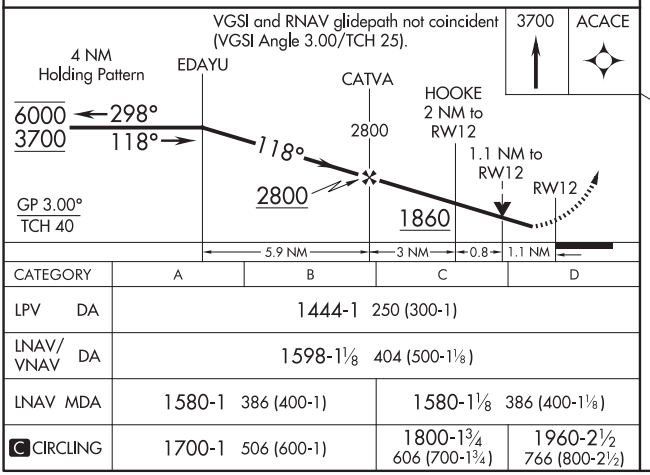
RNP APCH - GPS.

T A Rwy 12 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

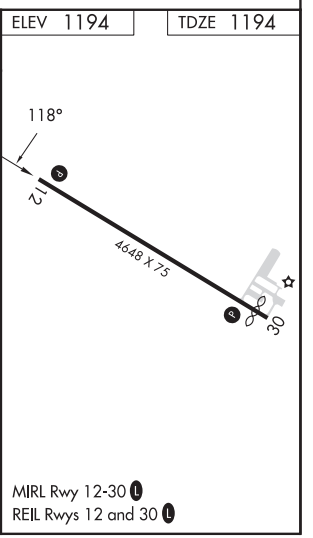
MISSED APPROACH: Climb to 3700 direct ACACE and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	128.5 306.2	122.9 L





CATEGORY	A	B	C	D
LPV DA	1444-1 250 (300-1)			
LNAV/VNAV DA	1598-1⅛ 404 (500-1⅛)			
LNAV MDA	1580-1 386 (400-1)		1580-1⅛ 386 (400-1⅛)	
C CIRCLING	1700-1 506 (600-1)		1800-1¾ 606 (700-1¾)	1960-2½ 766 (800-2½)



MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

CANBY, MINNESOTA | AL-9526 (FAA) | 22363

RNAV (GPS) RWY 30

MYERS FLD (CNB)

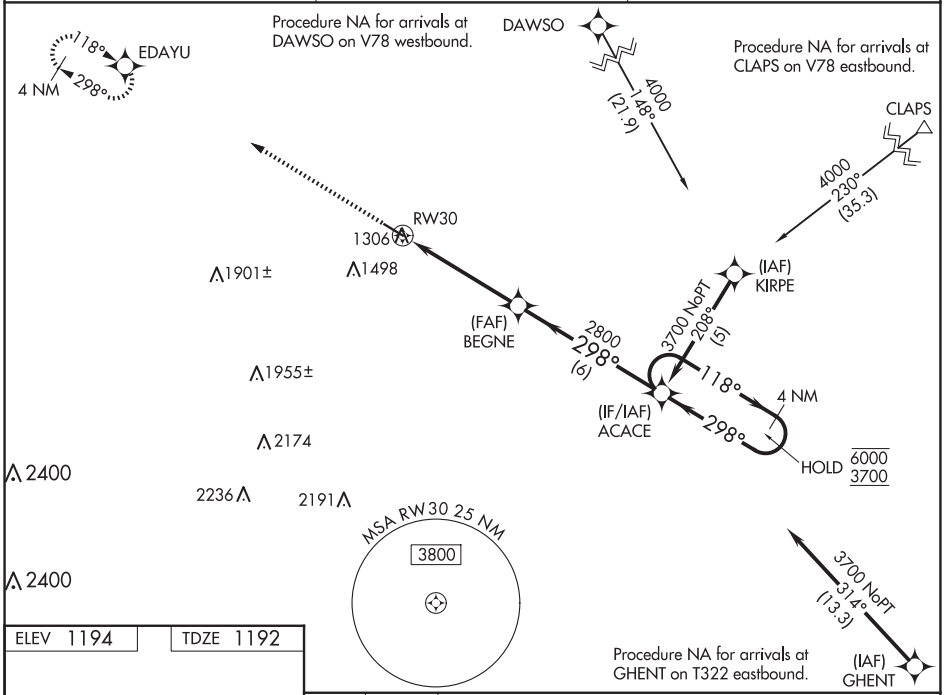
WAAS CH 77718 W30A	APP CRS 298°	Rwy Idg 4409 / TDZE 1192 / Apt Elev 1194

RNP APCH - GPS.

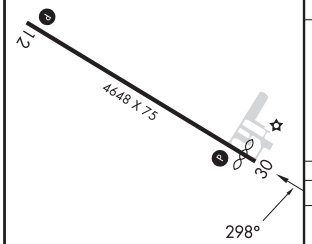
Rwy 30 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

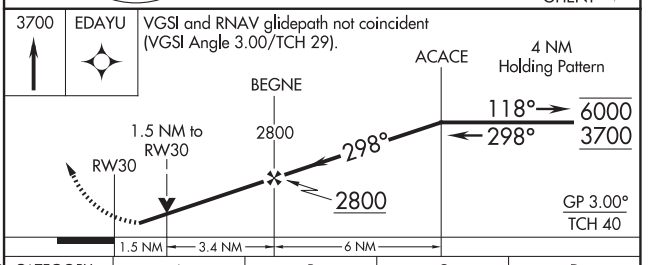
MISSED APPROACH: Climb to 3700 direct EDAYU and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	128.5 306.2	122.9 (L)



ELEV 1194 | TDZE 1192





CATEGORY	A	B	C	D
LPV DA	1442-1 250 (300-1)			
LNAV/VNAV DA	1573-1⅛ 381 (400-1⅛)			
LNAV MDA	1680-1 488 (500-1)		1680-1⅜ 488 (500-1⅜)	
C CIRCLING	1700-1 506 (600-1)		1800-1¾ 606 (700-1¾)	1960-2½ 766 (800-2½)

MIRL Rwy 12-30 (L)
REIL Rwys 12 and 30 (L)

CANBY, MINNESOTA
Amdt 1B 03NOV22

44°44'N-96°16'W

MYERS FLD (CNB)

RNAV (GPS) RWY 30

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 16

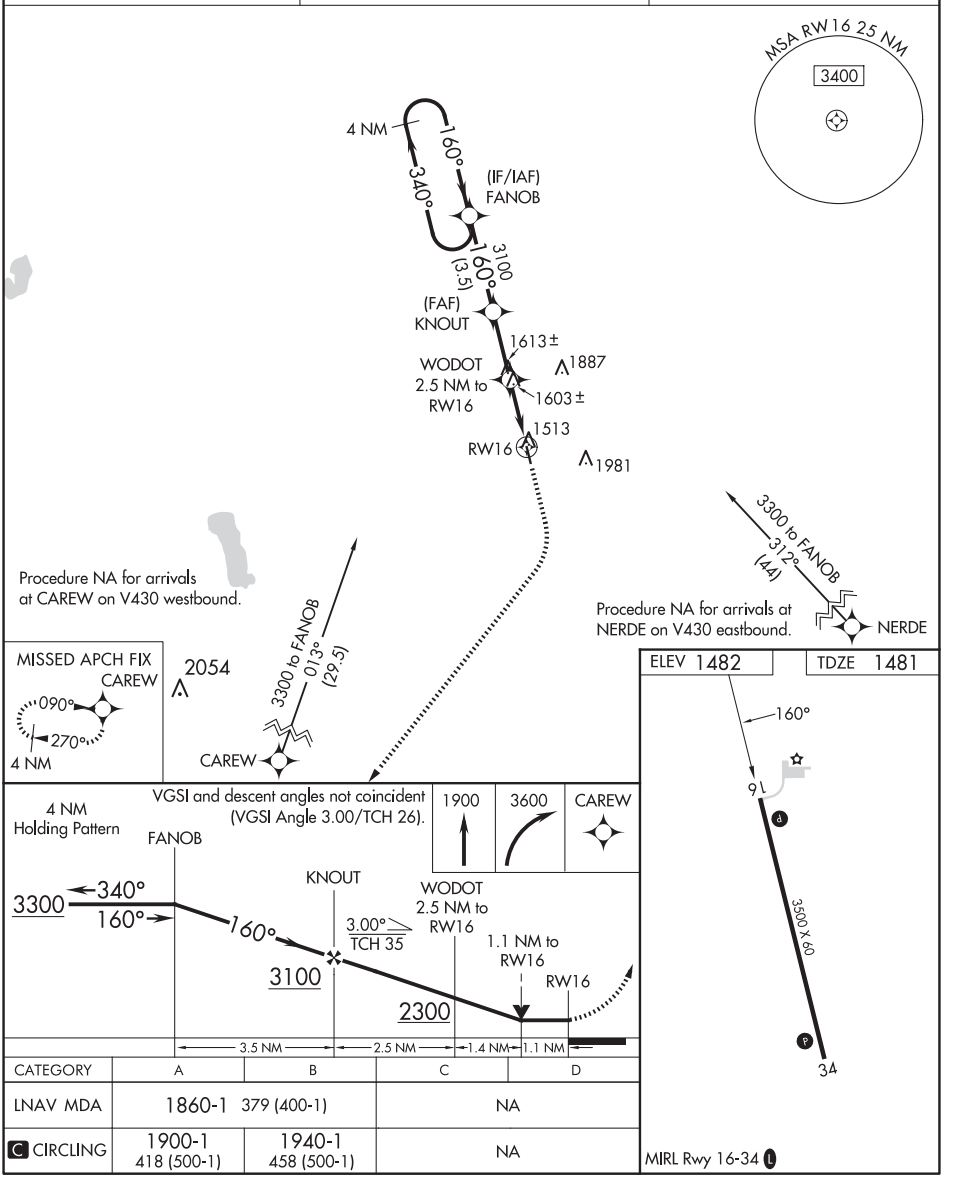
CANDO MUNI (9D7)

APP CRS	Rwy Idg	3500
160°	TDZE	1481
	Apt Elev	1482

T 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	MINNEAPOLIS CENTER	CTAF
118.325	124.2 270.3	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1860-1	379 (400-1)	NA	
C CIRCLING	1900-1 418 (500-1)	1940-1 458 (500-1)	NA	

MIRL Rwy 16-34 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

CANDO, NORTH DAKOTA | AL-10431 (FAA) | 23222

RNAV (GPS) RWY 34

CANDO MUNI (9D7)

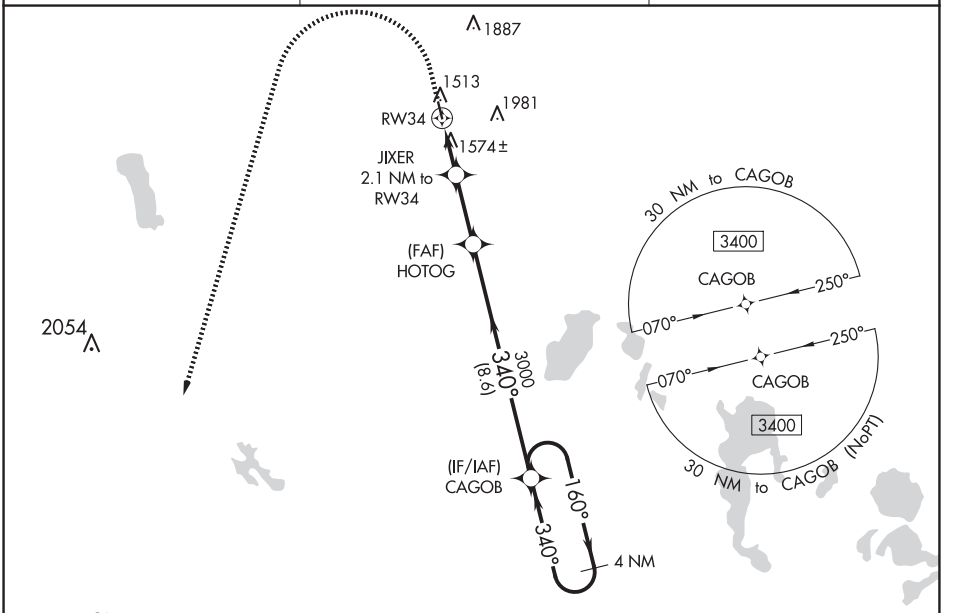
WAAS	APP CRS	Rwy Idg	3500
CH 69537	340°	TDZE	1482
W34A		Apt Elev	1482

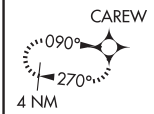
T NA

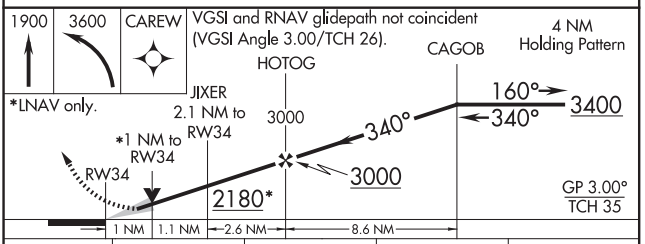
DME/DME RNP-0.3 NA. When local altimeter not received, use Devils Lake altimeter setting and increase all DA 63 feet and all MDA 80 feet. Increase LPV visibility ⅛ mile all Cats and LNAV/VNAV visibility ¼ mile all Cats. Baro-VNAV and VDP NA when using Devils Lake altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (0°F) or above 54°C (130°F).

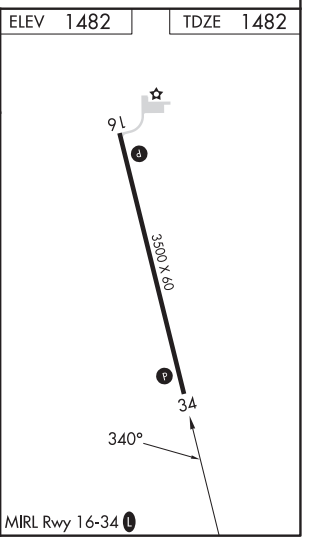
MISSED APPROACH: Climb to 1900 then climbing left turn to 3600 direct CAREW and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.325	124.2 270.3	122.9 L









CATEGORY	A	B	C	D
LPV DA	1732-1 250 (300-1)		NA	
LNAV/VNAV DA	1871-1⅜ 389 (400-1⅜)		NA	
LNAV MDA	1840-1 358 (400-1)		NA	
C CIRCLING	1900-1 418 (500-1)	1940-1 458 (500-1)	NA	

CANDO, NORTH DAKOTA
Orig 20AUG15

48°29'N-99°14'W

CANDO MUNI (9D7)

RNAV (GPS) RWY 34

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

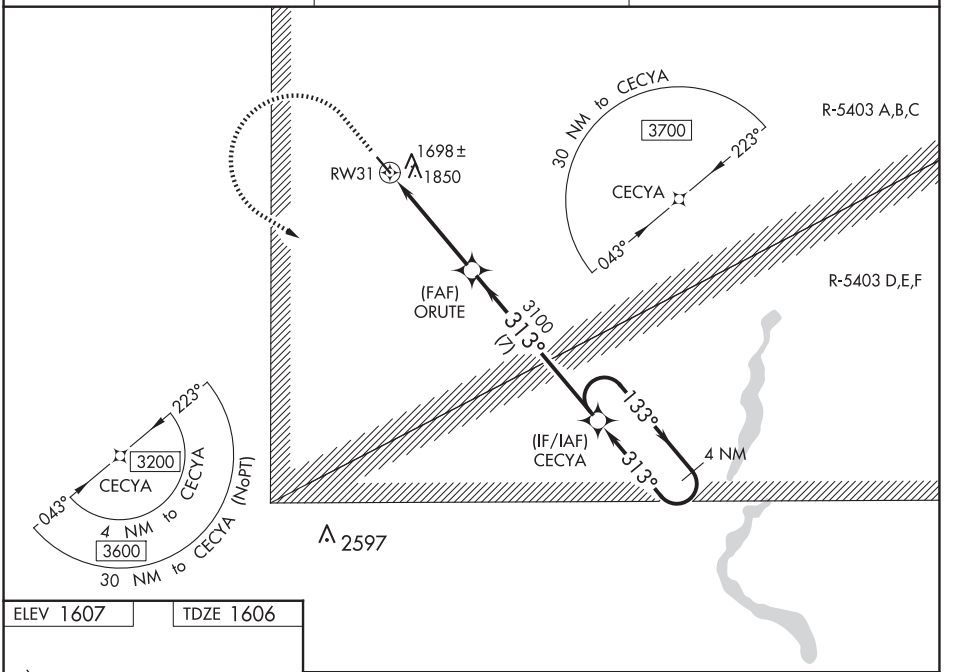
WAAS	APP CRS	Rwy Idg	4198
CH 70631	313°	TDZE	1606
W31A		Apt Elev	1607

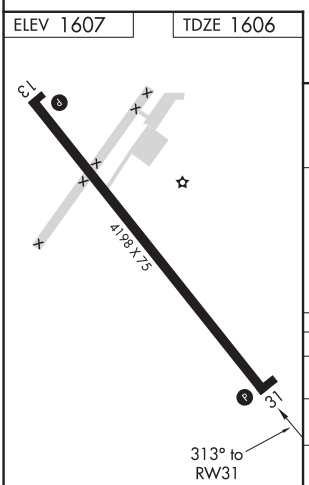
RNAV (GPS) RWY 31
CARRINGTON MUNI (46D)

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 ¾ 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 ⅛ mile; LNAV/VNAV all Cats visibility ⅜ mile; LNAV Cat C visibility ¼ mile and Circling Cat C visibility ⅜ mile.

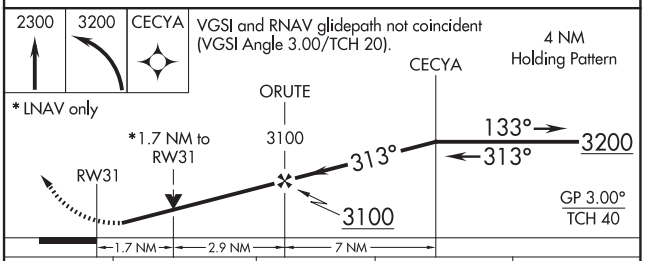
MISSED APPROACH: Climb to 2300 then climbing left turn to 3200 direct CECYA and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	124.2 270.3	122.9 L





MIRL Rwy 13-31 L



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)	2160-1⅝ 554 (600-1⅝)	NA
C CIRCLING		2200-1	593 (600-1)	2200-1⅝ 593 (600-1⅝)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

CASSELTON, NORTH DAKOTA | AL-6950 (FAA) | 21280

APP CRS	Rwy Idg	3901
128°	TDZE	933
	Apt Elev	933

RNAV (GPS) RWY 13

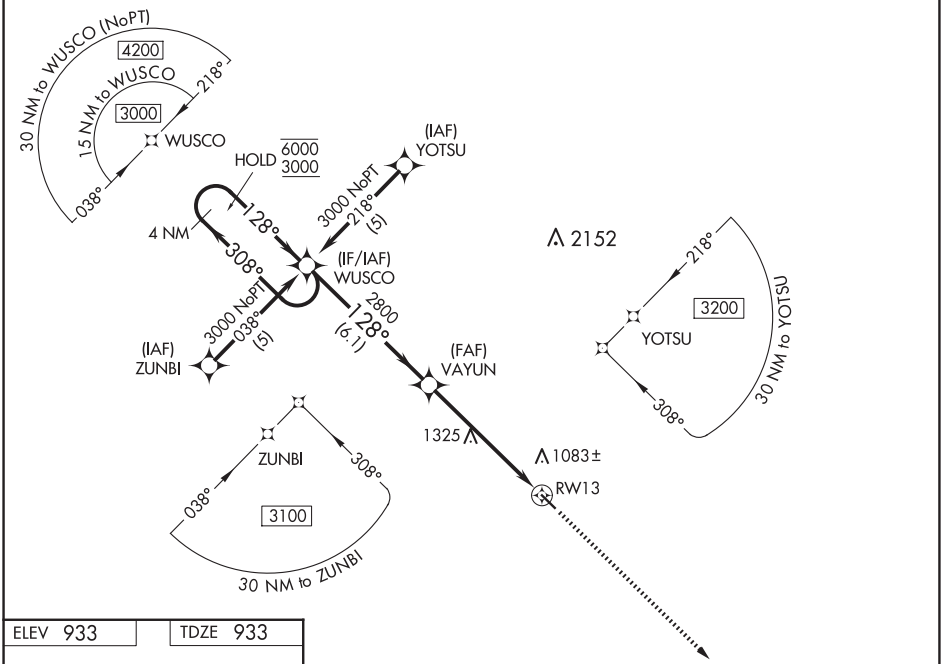
CASSELTON ROBERT MILLER RGNL (5N8)

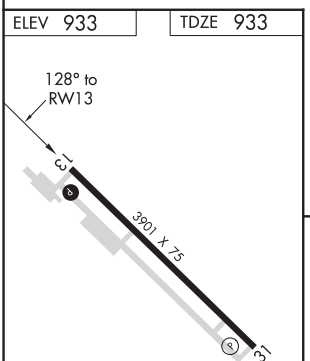
RNP APCH.

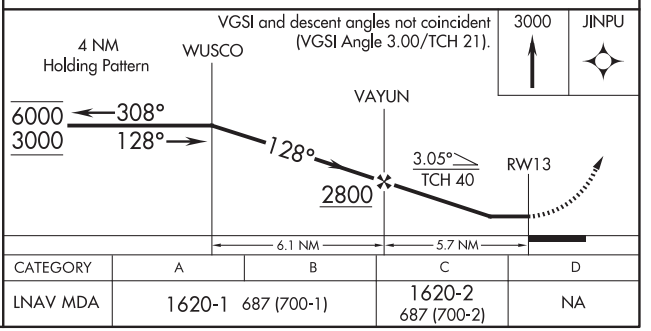
NA — Rwy 13 helicopter visibility reduction below ¾ SM NA. Use Fargo altimeter setting; when not received use Morehead altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct JINPU and hold.

FAR ASOS	FARGO APP CON	UNICOM
124.5 379.2	120.4 377.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1620-1 687 (700-1)		1620-2 687 (700-2)	NA

REIL Rwy 31 L
MIRL Rwy 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS		
CH **53607**	**308°**	Rwy Idg	**3901**
W31A		TDZE	**933**
		Apt Elev	**933**

RNAV (GPS) RWY 31

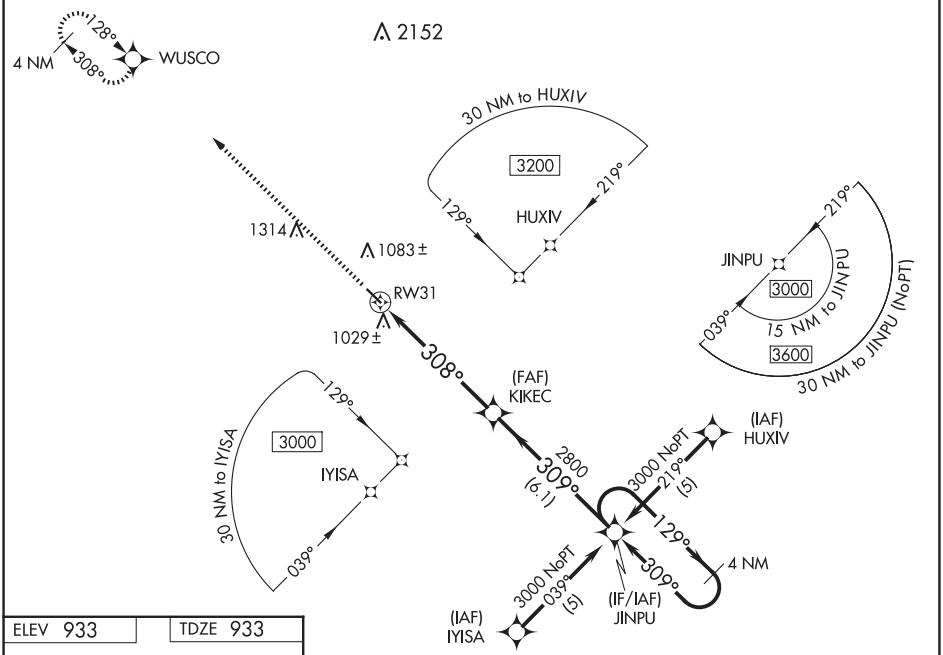
CASSELTON ROBERT MILLER RGNL (5N8)

RNP APCH.

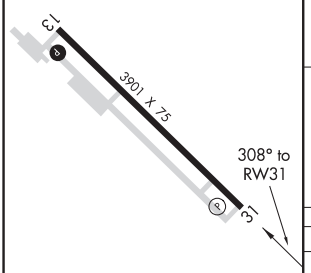
NA Use Fargo altimeter setting; when not received, use Moorhead altimeter setting and increase all MDA 20 feet. Baro-VNAV NA.

MISSED APPROACH: Climb to 3000 direct WUSCO and hold.

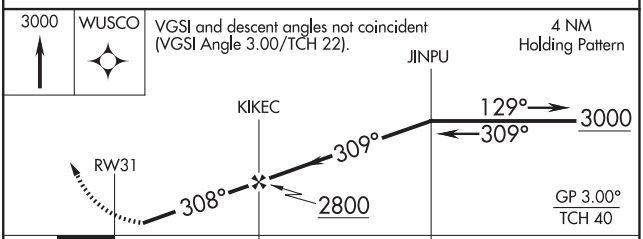
FAR ASOS	FARGO APP CON	UNICOM
124.5 379.2	**120.4 377.15**	**122.8** (CTAF) L



ELEV 933 TDZE 933



REIL Rwy 31 L
MIRL Rwy 13-31 L



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

NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME FAR	APP CRS	Rwy Idg	3901
116.2	283°	TDZE	933
Chan 109		Apt Elev	933

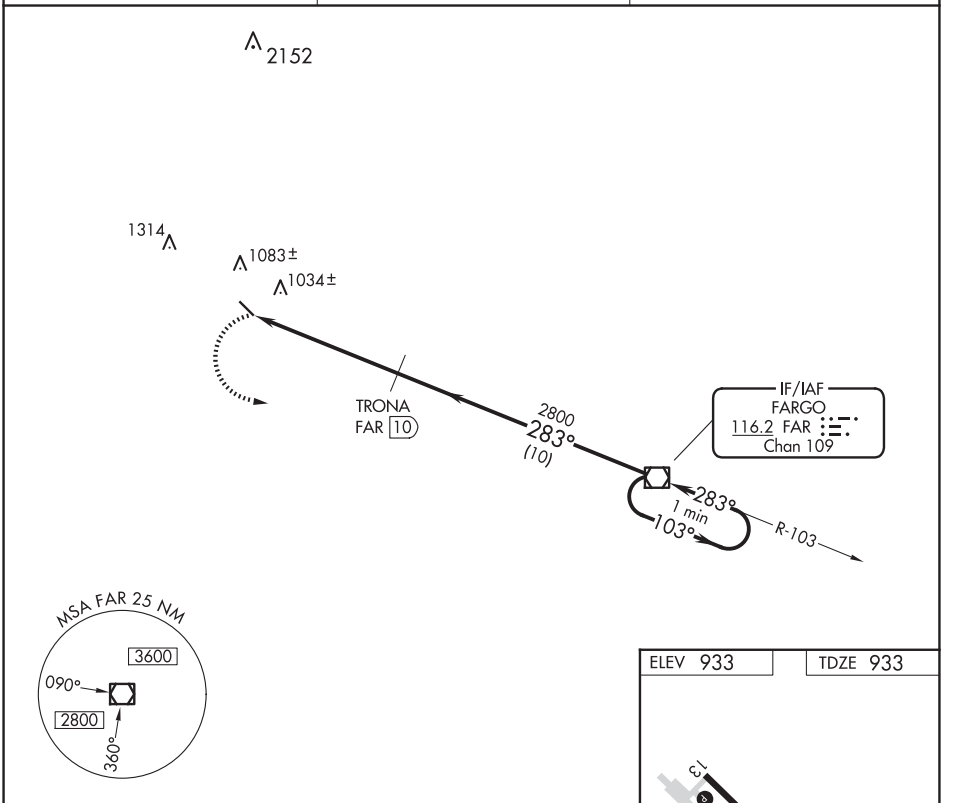
VOR/DME RWY 31

CASSELTON ROBERT MILLER RGNL (5N8)

Use Fargo altimeter setting; when not received, use Moorhead altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2800 direct FAR VOR/DME and hold.

FAR ASOS	FARGO APP CON	UNICOM
124.5 379.2	120.4 377.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-31	1360-1 427 (500-1)		1360-1¼ 427 (500-1¼)	NA
CIRCLING	1480-1 547 (600-1)	1520-1 587 (600-1)	1620-2 687 (700-2)	NA

REIL Rwy 31 L

MIRL Rwy 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34

CAVALIER MUNI (2C8)

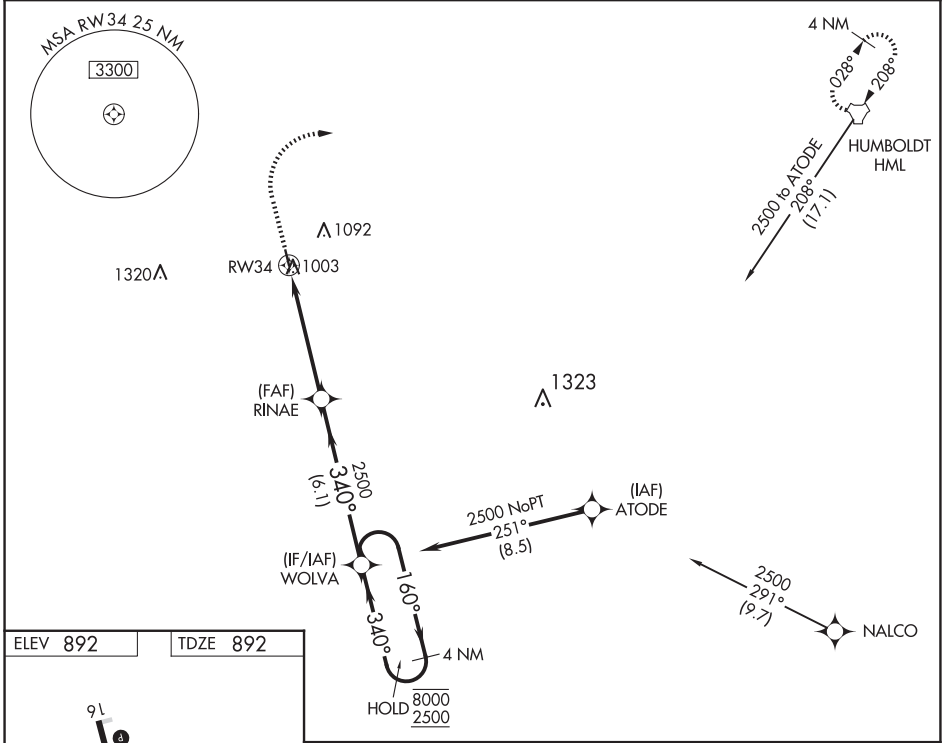
WAAS	APP CRS	Rwy Ldg	3299
CH 45630	340°	TDZE	892
W34A		Apt Elev	892

RNP APCH-GPS.

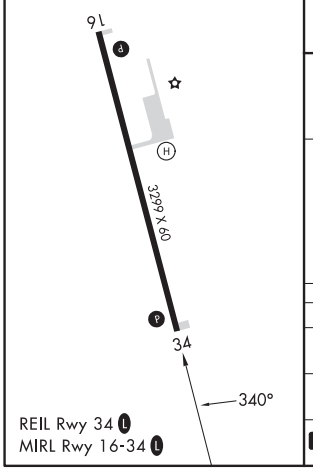
Circling Rwy 16 NA at night.
Rwy 34 helicopter visibility reduction below ¾ SM NA.

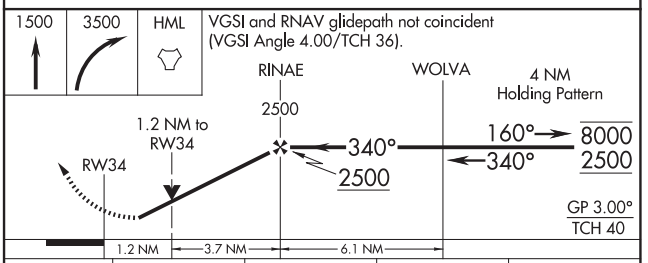
MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 direct HML TACAN and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.275	132.15 269.6	122.8 (CTAF) L



ELEV 892	TDZE 892





CATEGORY	A	B	C	D
LPV DA	1157-1 265 (300-1)			NA
LNAV MDA	1440-1 548 (600-1)		1440-1⅝ 548 (600-1⅝)	NA
C CIRCLING	1440-1 548 (600-1)		1440-1⅝ 548 (600-1⅝)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

CHAMBERLAIN, SOUTH DAKOTA | AL-9033 (FAA) | 21056

WAAS	APP CRS	Rwy Idg	4299
CH **42841**	**136°**	TDZE	**1696**
W13A		Apt Elev	**1696**

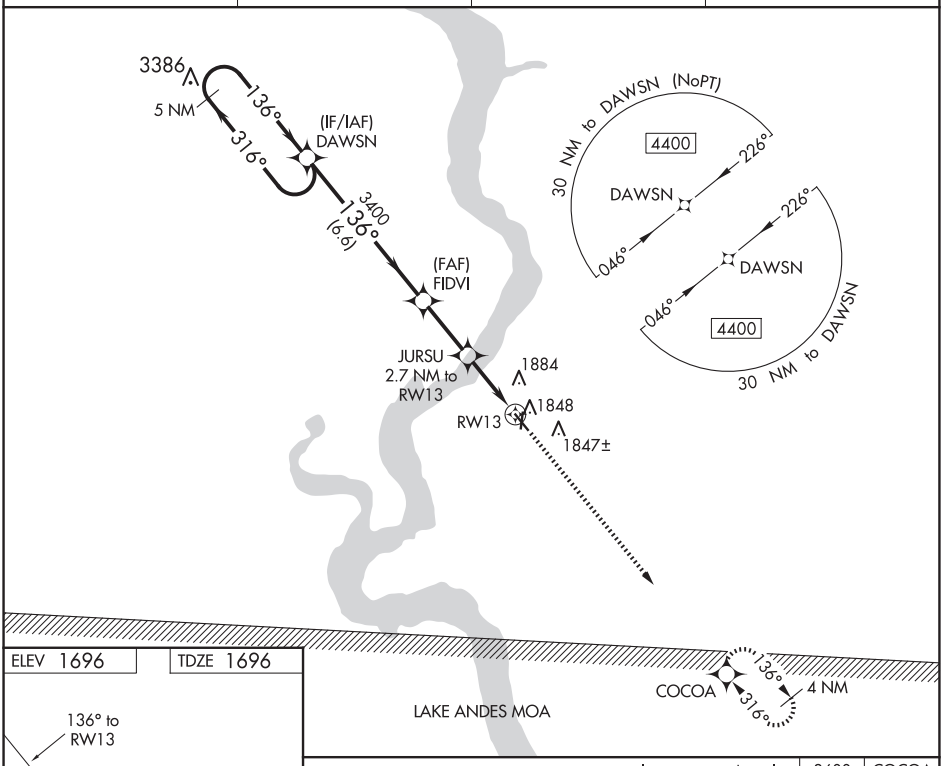
RNAV (GPS) RWY 13

CHAMBERLAIN MUNI (9V9)

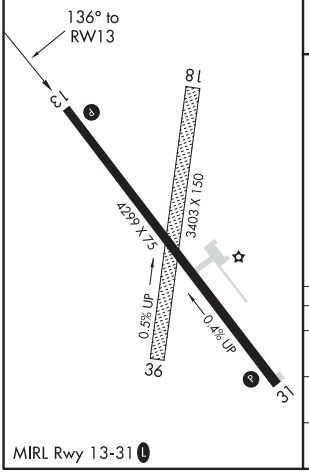
DME/DME RNP-0.3 NA.
Rwy 13 helicopter visibility reduction below ¾ SM NA.
Circling NA to Rwys 18 and 36.

MISSED APPROACH: Climb to 3600 direct COCOA and hold.

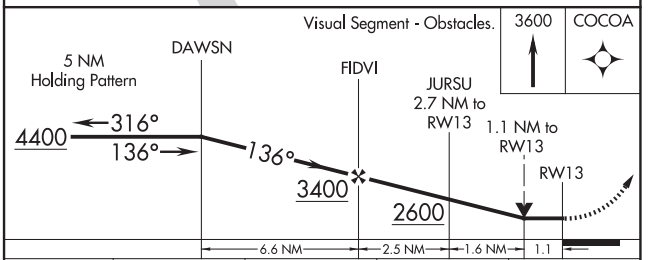
AWOS-3P	MINNEAPOLIS CENTER	GCO	UNICOM
118.025	**125.1 269.1**	**121.725**	**122.8** (CTAF) L



ELEV 1696 | TDZE 1696



MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LP MDA	2080-1	384 (400-1)	2080-1⅛ 384 (400-1⅛)	NA
LNAV MDA	2100-1	404 (500-1)	2100-1⅛ 404 (500-1⅛)	NA
C CIRCLING	2200-1	504 (600-1)	2200-1½ 504 (600-1½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

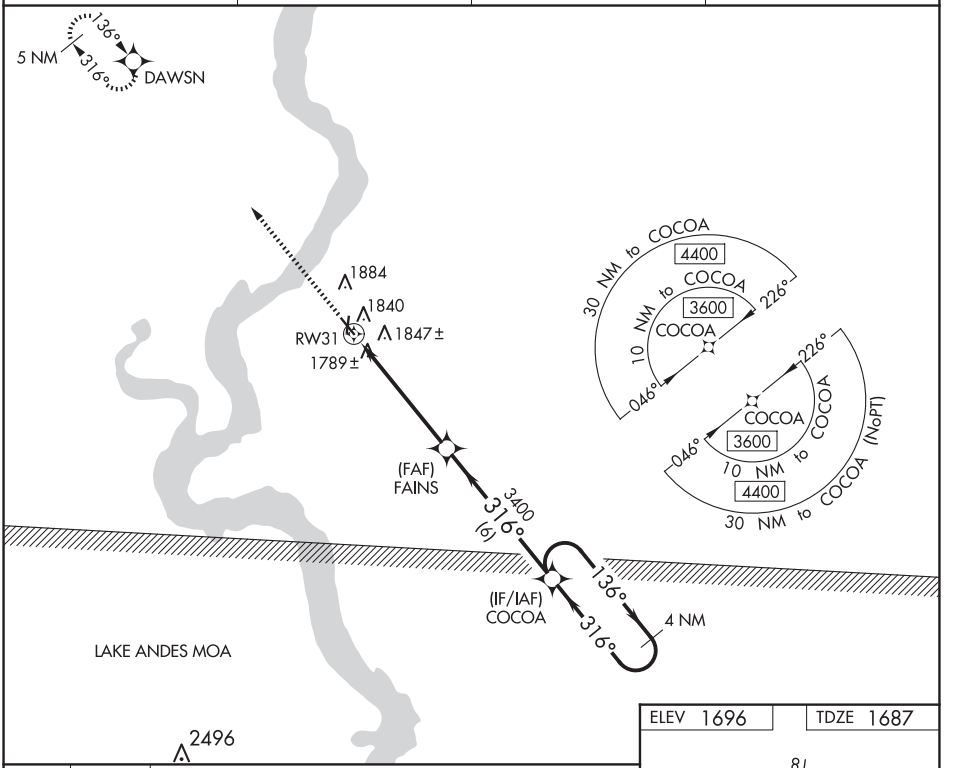
WAAS	APP CRS	Rwy Idg	4299
CH **82141**	**316°**	TDZE	**1687**
W31A		Apt Elev	**1696**

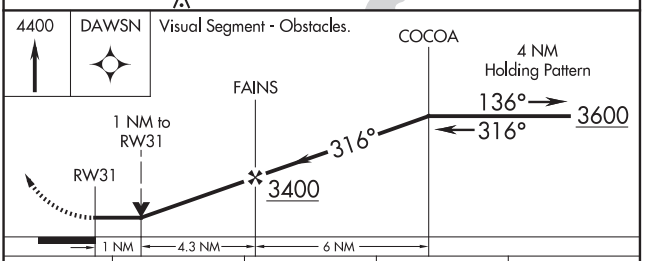
RNAV (GPS) RWY 31
CHAMBERLAIN MUNI (9V9)

DME/DME RNP-0.3 NA.
Rwy 31 helicopter visibility reduction below ¾ SM NA.
Circling NA to Rwys 18 and 36.

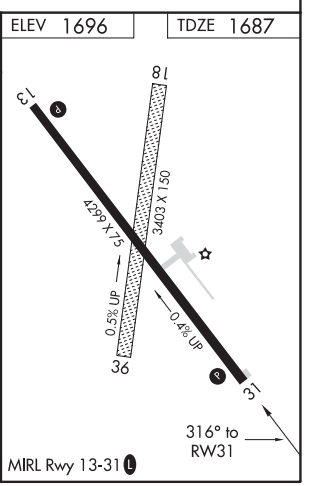
MISSED APPROACH: Climb to 4400 direct DAWSN and hold.

AWOS-3P	MINNEAPOLIS CENTER	GCO	UNICOM
118.025	**125.1 269.1**	**121.725**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LP MDA	2040-1 353 (400-1)			NA
LNAV MDA	2100-1 413 (500-1)		2100-1⅛ 413 (500-1⅛)	NA
C CIRCLING	2200-1 504 (600-1)		2200-1½ 504 (600-1½)	NA



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

CLARK, SOUTH DAKOTA AL-9981 (FAA) 19339

WAAS	APP CRS	Rwy Idg	3697
CH 58340	131°	TDZE	1793
W13A		Apt Elev	1793

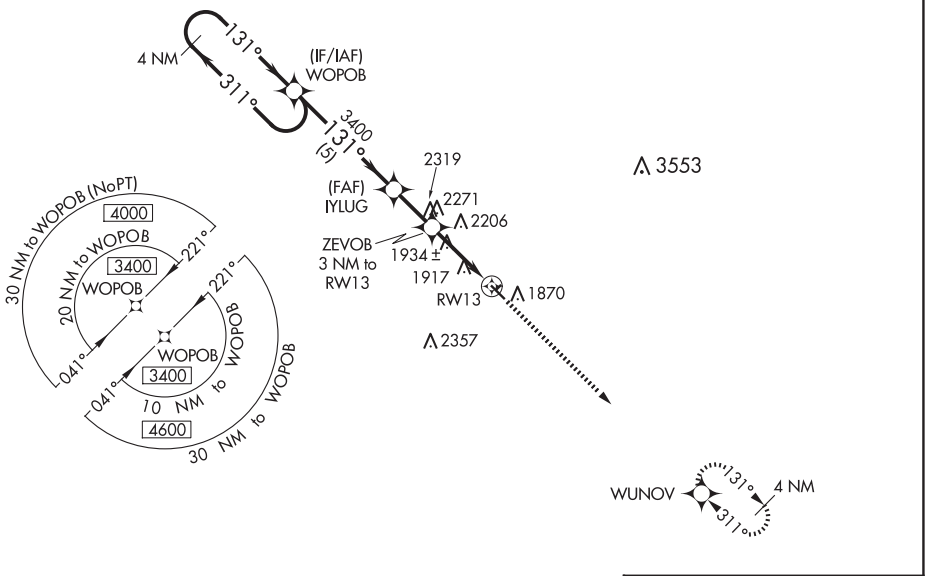
RNAV (GPS) RWY 13
CLARK COUNTY (8D7)

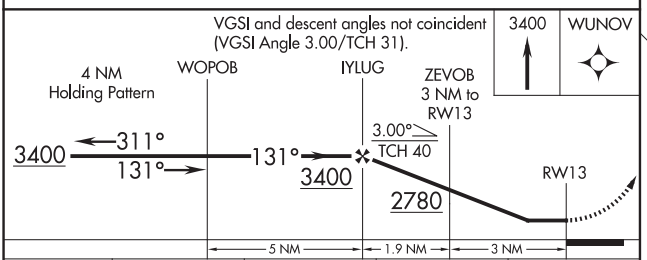
RNP APCH.

V A NA — Rwy 13 helicopter visibility reduction below ¾ SM NA. Use Watertown altimeter setting. Circling NA to Rwys 3 and 21.

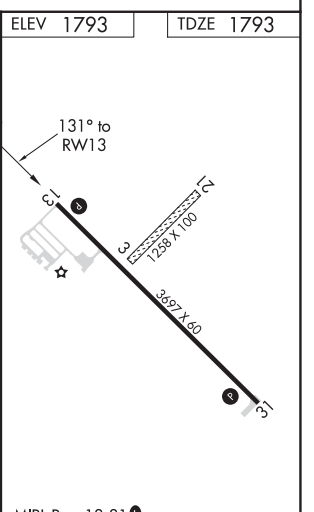
MISSED APPROACH: Climb to 3400 direct WUNOV and hold.

ATY ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	2260-1	467 (500-1)	NA	
LNAV MDA	2400-1	607 (700-1)	NA	
C CIRCLING	2400-1	607 (700-1)	NA	



MIRL Rwy 13-31 L

CLARK, SOUTH DAKOTA
Orig-A 15AUG19

44°54'N-97°43'W

CLARK COUNTY (8D7)
RNAV (GPS) RWY 13

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

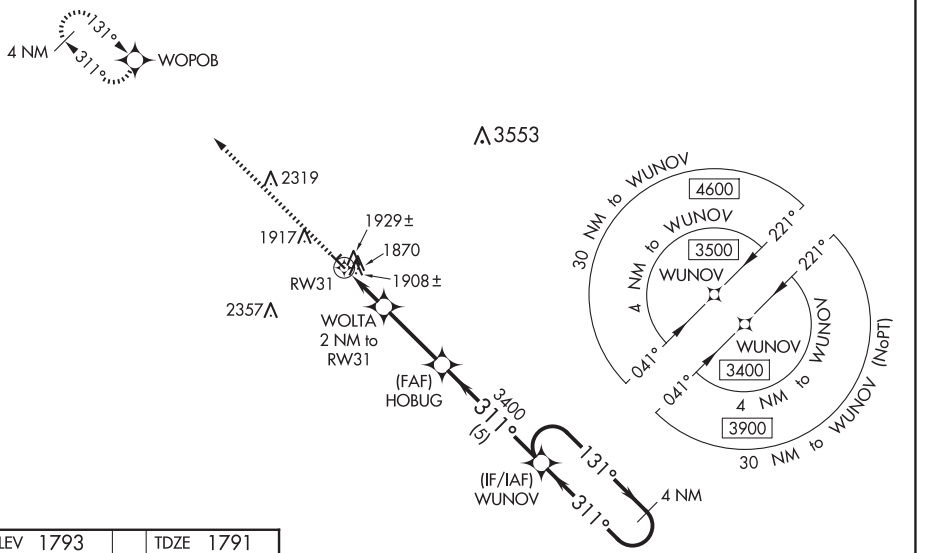
CLARK COUNTY (8D7)

WAAS	APP CRS	Rwy Idg	3697
CH 63240	311°	TDZE	1791
W31A		Apt Elev	1793

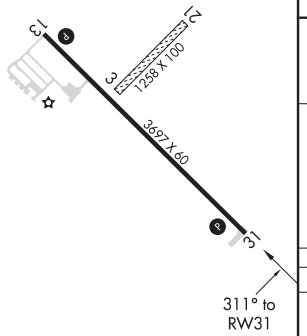
Rwy 31 helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA. Use Watertown altimeter setting.
Circling Rwys 3, 21 NA.

MISSED APPROACH: Climb to 3400 direct WOPOB and hold.

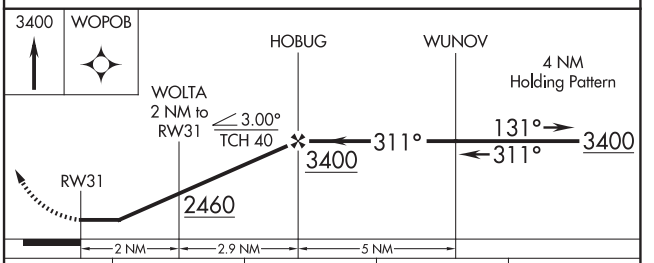
ATY ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	122.8 (CTAF) L



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	
C CIRCLING	2340-1 547 (600-1)	2380-1 587 (600-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

CLOQUET, MINNESOTA AL-5478 (FAA) 22139

WAAS	APP CRS		
CH **97529**	**180°**	Rwy Idg	**4002**
W18A		TDZE	**1279**
		Apt Elev	**1279**

RNAV (GPS) RWY 18

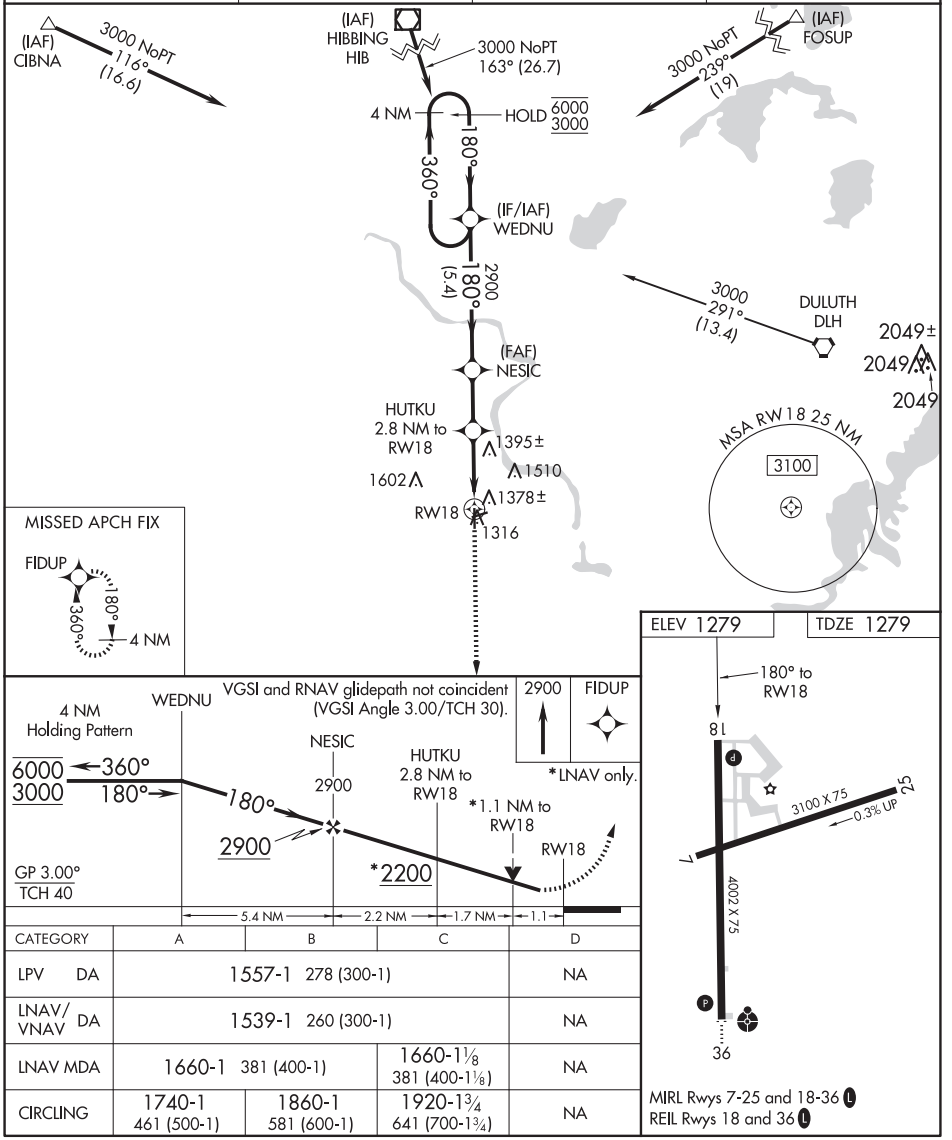
CLOQUET/CARLTON COUNTY (COQ)

RNP APCH.

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.

MISSED APPROACH: Climb to 2900 direct FIDUP and hold.

AWOS-3	DULUTH APP CON	CLNC DEL	UNICOM
118.525	**125.45 233.7**	**122.15**	**122.8** (CTAF) L



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)		1660-1⅛ 381 (400-1⅛)	NA
CIRCLING	1740-1 461 (500-1)	1860-1 581 (600-1)	1920-1¾ 641 (700-1¾)	NA

MIRL Rwys 7-25 and 18-36 L
REIL Rwys 18 and 36 L

CLOQUET, MINNESOTA
Orig-C 20MAY21

46°42′N-92°30′W

CLOQUET/CARLTON COUNTY (COQ)
RNAV (GPS) RWY 18

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4002
CH **82429**	**360°**	TDZE	**1279**
W36A		Apt Elev	**1279**

RNAV (GPS) RWY 36
CLOQUET/CARLTON COUNTY (COQ)

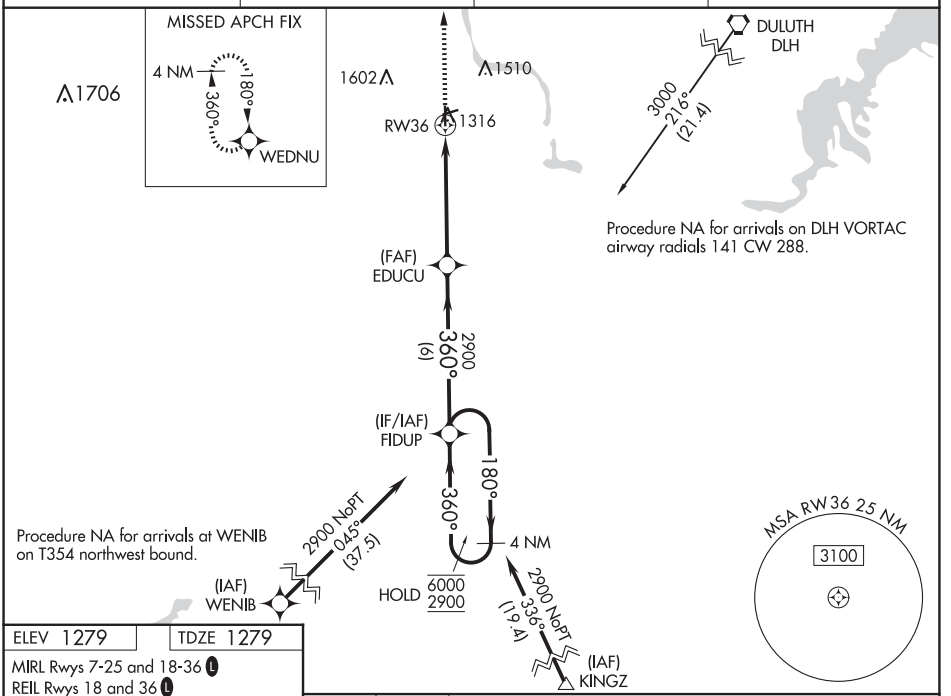
RNP APCH.

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.

ODALS

MISSED APPROACH: Climb to 3000 direct WEDNU and hold.

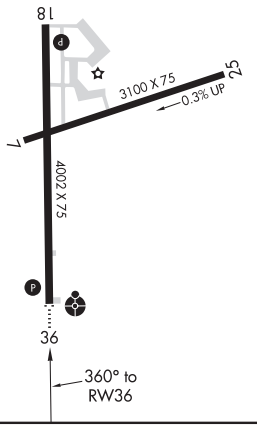
AWOS-3	DULUTH APP CON	CLNC DEL	UNICOM
118.525	**125.45 233.7**	**122.15**	**122.8** (CTAF)

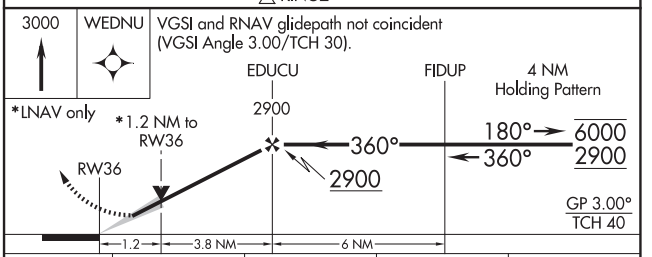


ELEV 1279	TDZE 1279

MIRL Rwys 7-25 and 18-36

REIL Rwys 18 and 36





CATEGORY	A	B	C	D
LPV DA	1529-1 250 (300-1)			NA
LNAV/VNAV DA	1580-1 301 (400-1)			NA
LNAV MDA	1680-1 401 (500-1)		1680-1⅛ 401 (500-1⅛)	NA
CIRCLING	1740-1 461 (500-1)	1860-1 581 (600-1)	1920-1¾ 641 (700-1¾)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

COOK, MINNESOTA | AL-9017 (FAA) | 21168

RNAV (GPS) RWY 13

COOK MUNI (CQM)

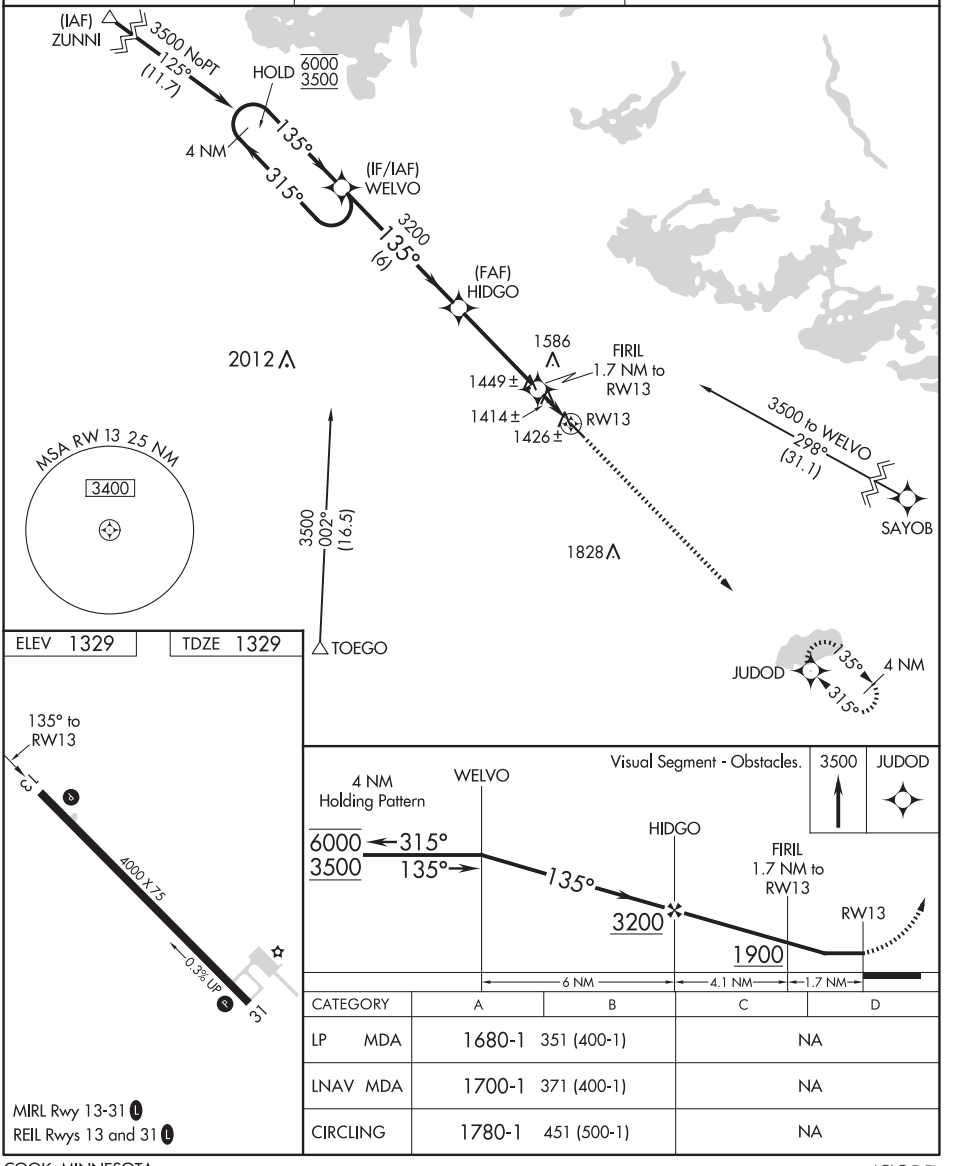
WAAS	APP CRS	Rwy Idg	4000
CH 58127	135°	TDZE	1329
W13A		Apt Elev	1329

RNP APCH.

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.

MISSED APPROACH: Climb to 3500 direct JUDOD and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.175	127.9 281.45	122.9 (L)



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	

MIRL Rwy 13-31 (L)
REIL Rwys 13 and 31 (L)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4000
CH 78426	315°	TDZE	1328
W31A		Apt Elev	1329

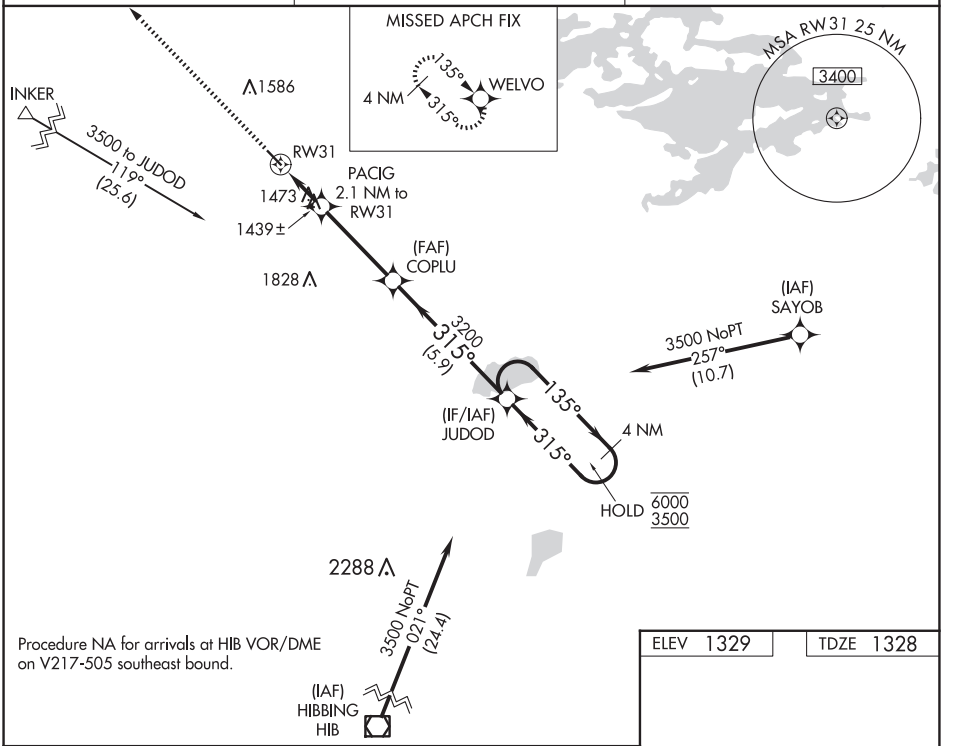
RNAV (GPS) RWY 31
COOK MUNI (CQM)

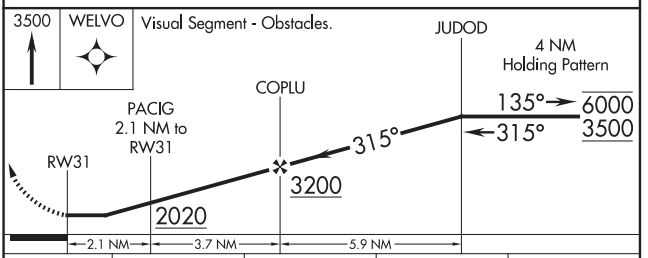
RNP APCH.

Rwy 31 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Orr altimeter setting and increase all MDAs 40 feet.

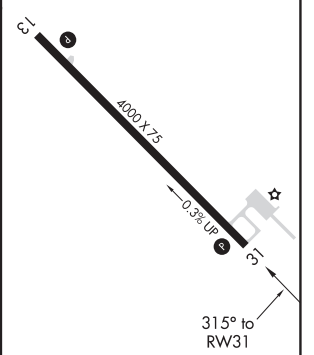
MISSED APPROACH: Climb to 3500 direct WELVO and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.175	127.9 281.45	122.9 L





CATEGORY	A	B	C	D
LP MDA	1740-1 412 (500-1)		NA	
LNAV MDA	1760-1 432 (500-1)		NA	
CIRCLING	1780-1 451 (500-1)		NA	



MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 13

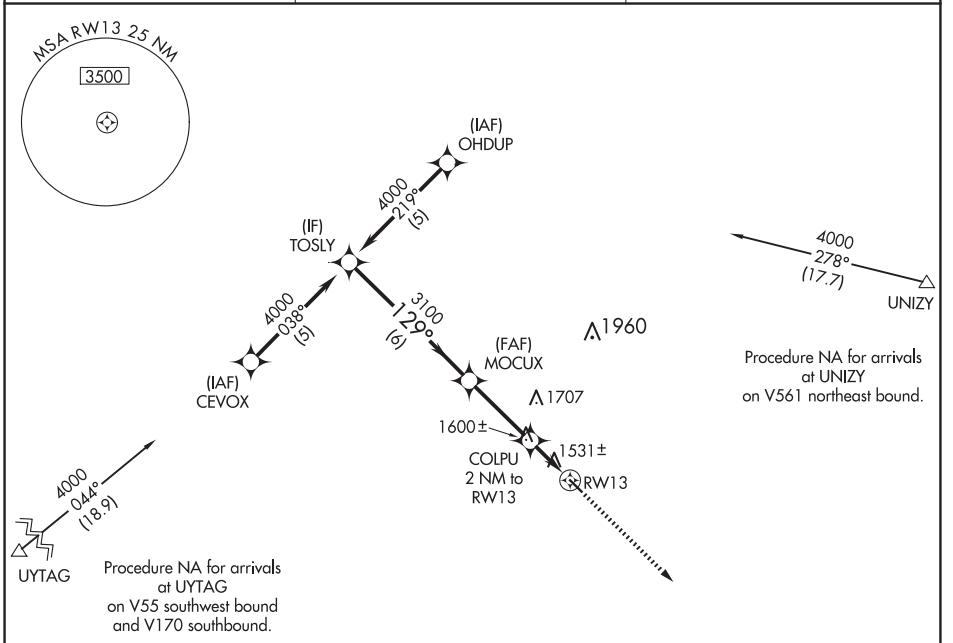
COOPERSTOWN MUNI (S32)

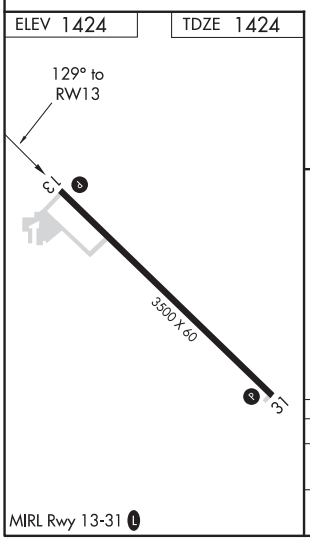
APP CRS	Rwy Idg	3500
129°	TDZE	1424
	Apt Elev	1424

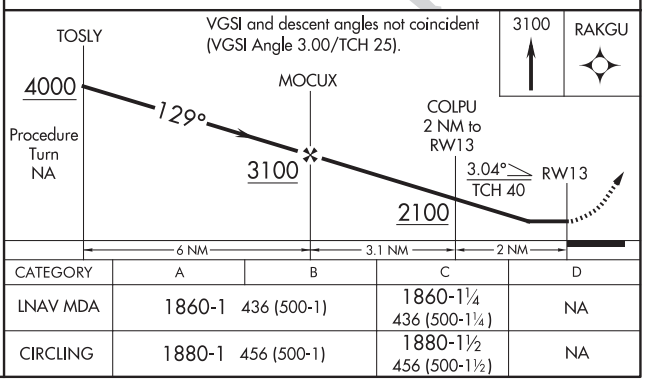
T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jamestown altimeter setting and increase all MDA 100 feet and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct RAKGU and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.75	132.15 269.6	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1860-1 436 (500-1)		1860-1¼ 436 (500-1¼)	NA
CIRCLING	1880-1 456 (500-1)		1880-1½ 456 (500-1½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

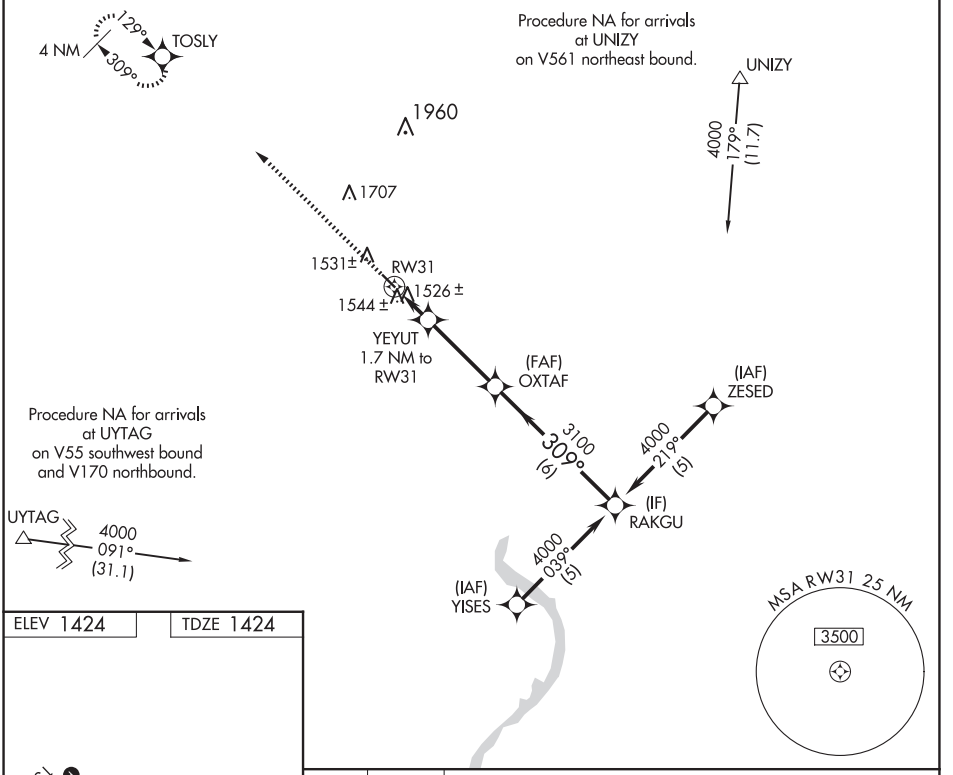
APP CRS	Rwy Idg	3500
309°	TDZE	1424
	Apt Elev	1424

RNAV (GPS) RWY 31
COOPERSTOWN MUNI (S32)

T NA — 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.

MISSED APPROACH: Climb to 3200 direct TOSLY and hold.

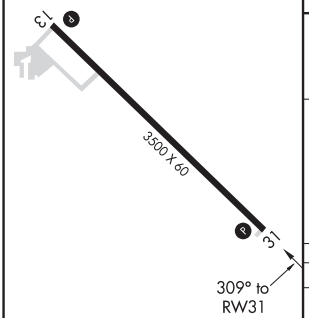
AWOS-3	MINNEAPOLIS CENTER	CTAF
118.75	132.15 269.6	122.9 L



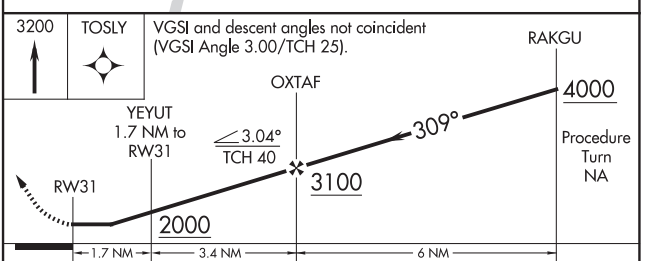
NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

ELEV 1424	TDZE 1424



MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	1800-1 376 (400-1)			NA
CIRCLING	1880-1 456 (500-1)		1880-1½ 456 (500-1½)	NA

WAAS CH 72704 W13A	APP CRS 128°	Rwy Idg 4300 TDZE 896 Apt Elev 900

RNAV (GPS) RWY 13

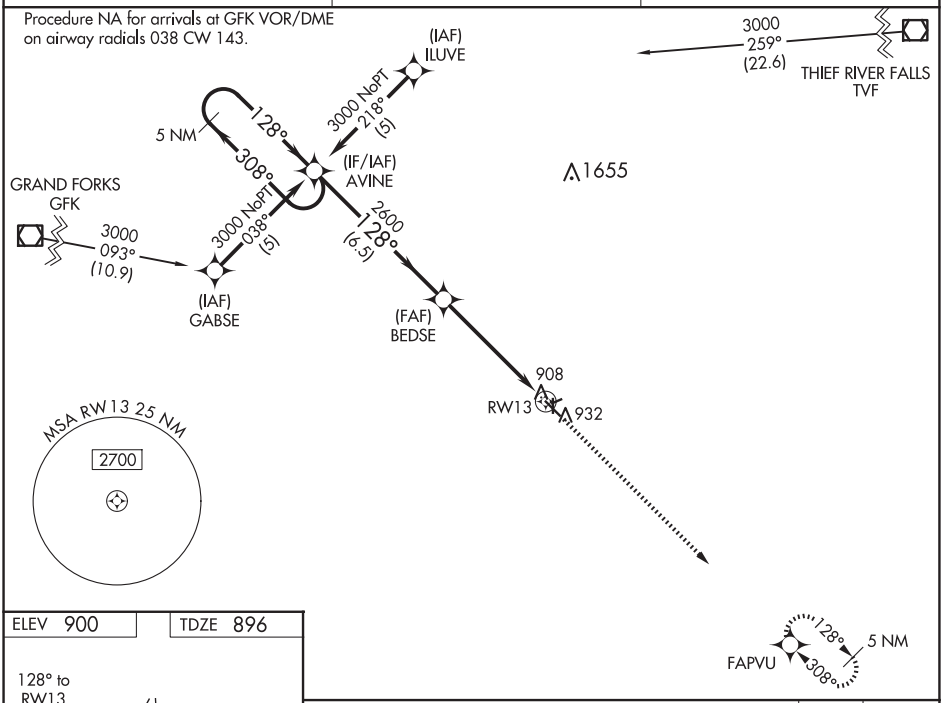
CROOKSTON MUNI/KIRKWOOD FLD (CKN)

RNP APCH.

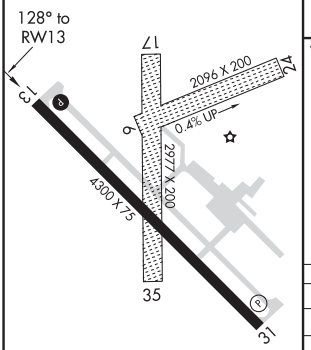
Baro-VNAV NA when using Grand Forks altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Grand Forks altimeter setting and increase LPV DA to 1208 feet and LNAV/VNAV DA to 1272 feet; increase all MDA's 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.

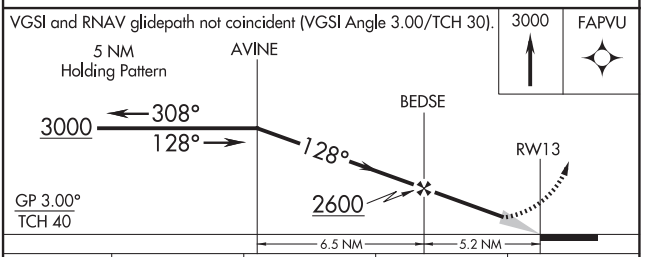
AWOS-3	GRAND FORKS APP CON ★	UNICOM
126.425	118.1 318.1	122.7 (CTAF) L



ELEV 900	TDZE 896



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



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 464 (500-1¼)	NA
CIRCLING	1360-1 460 (500-1)		1480-1½ 580 (600-1½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

CROOKSTON MUNI/KIRKWOOD FLD (CKN)

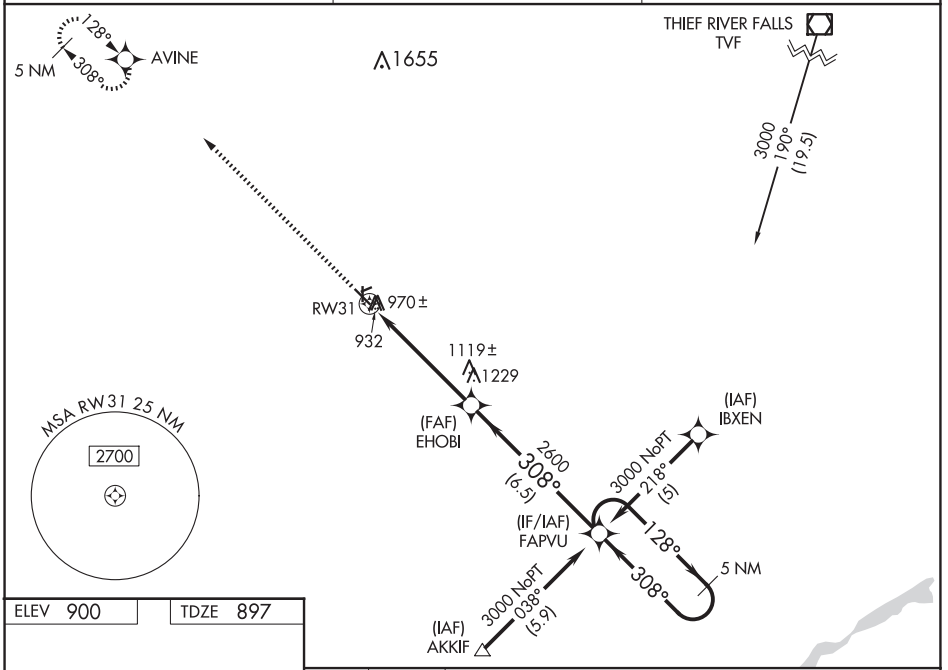
WAAS	APP CRS	Rwy Idg	4300
CH 69304	308°	TDZE	897
W31A		Apt Elev	900

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 Rwys 6, 24, 17, 35 NA at night.

MISSED APPROACH: Climb to 3000 direct AVINE and hold.

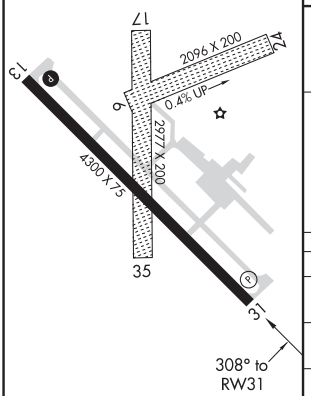
AWOS-3	GRAND FORKS APP CON ★	UNICOM
126.425	118.1 318.1	122.7 (CTAF) L



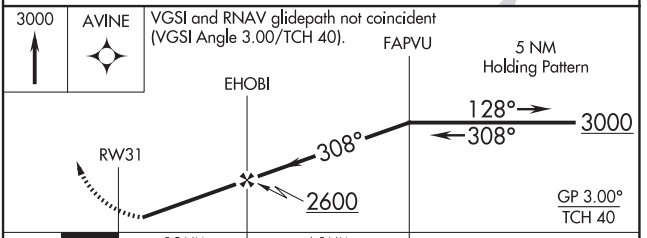
NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

ELEV 900 TDZE 897



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



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

VOR/DME RWY 13

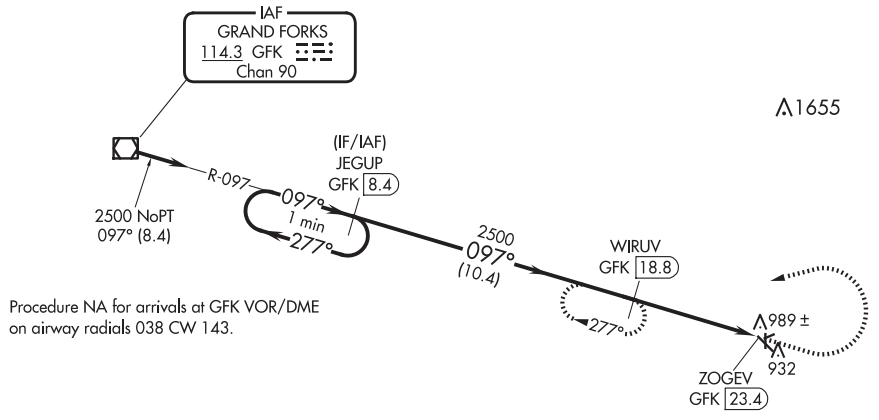
CROOKSTON MUNI/KIRKWOOD FLD (CKN)

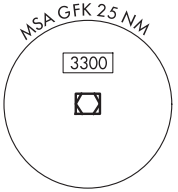
VOR/DME GFK	APP CRS	Rwy Idg	4300
114.3	097°	TDZE	896
Chan 90		Apt Elev	900

When local altimeter setting not received, use Grand Forks Intl altimeter setting. Circling Rwys 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.

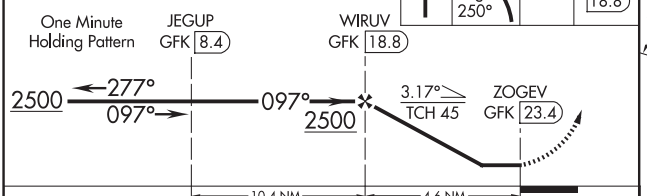
AWOS-3	GRAND FORKS APP CON ★	UNICOM
126.425	118.1 318.1	122.7 (CTAF) L





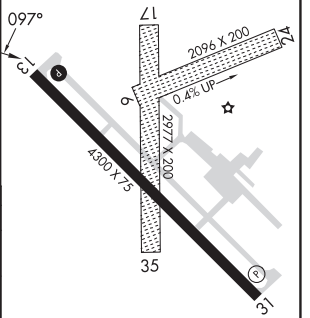
VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 30).

2000	2500	GFK	WIRUV GFK 18.8
	hdg 250°	R-097	



CATEGORY	A	B	C	D
S-13	1400-1	504 (500-1)	1400-1⅜ 504 (500-1⅜)	NA
CIRCLING	1400-1	500 (500-1)	1480-1½ 580 (600-1½)	NA
GRAND FORKS INTL ALTIMETER MINIMUMS				
S-13	1480-1	584 (600-1)	1480-1¾ 584 (600-1¾)	NA
CIRCLING	1480-1	580 (600-1)	1560-1¾ 660 (700-1¾)	NA

ELEV 900 TDZE 896



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	3800
CH 63047	308°	TDZE	1951
W31A		Apt Elev	1953

RNAV (GPS) RWY 31
CROSBY MUNI (D50)

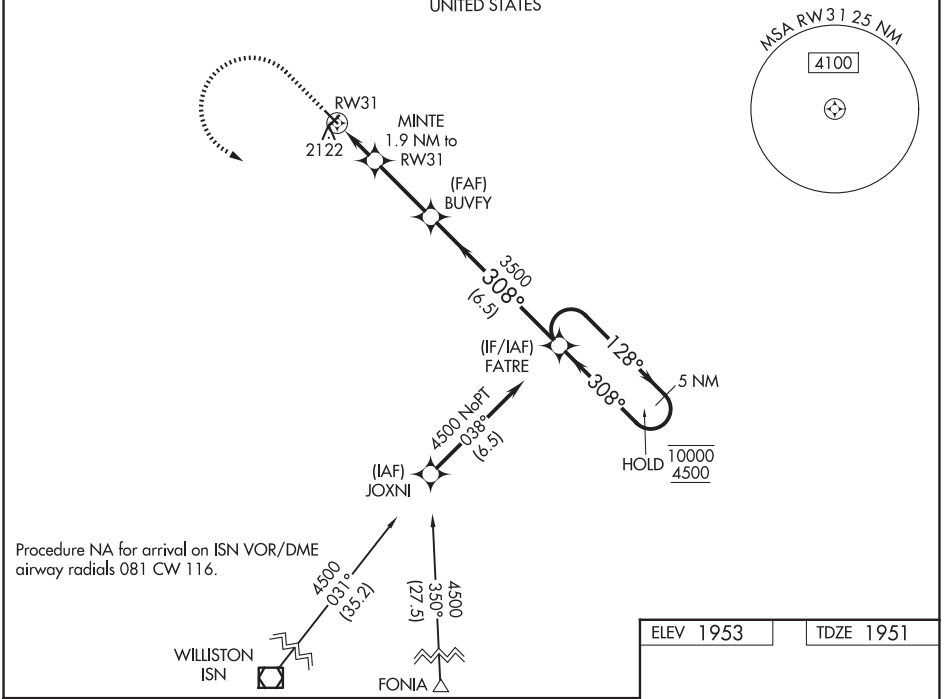
RNP APCH - GPS.

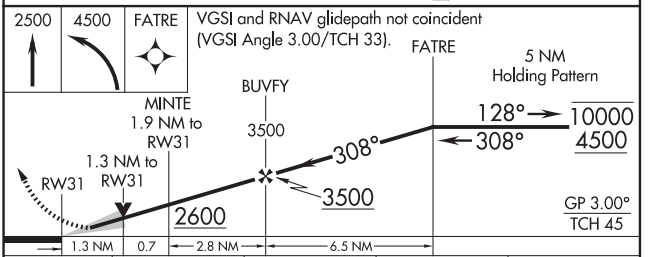
Circling NA to Rwys 3 and 21. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4500 direct FATRE and hold.

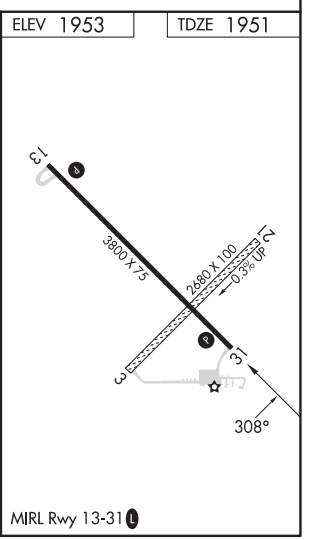
AWOS-3	SALT LAKE CITY CENTER	CTAF
118.025	126.85 305.2	122.9 L

CANADA
UNITED STATES





CATEGORY	A	B	C	D
LPV DA	2201-1 250 (300-1)			
LNAV/VNAV DA	2365-1⅛ 414 (500-1⅛)			
LNAV MDA	2380-1 429 (500-1)		2380-1¼ 429 (500-1¼)	
CIRCLING	2440-1 487 (500-1)	2540-1 587 (600-1)	2540-1½ 587 (600-1½)	2640-2¼ 687 (700-2¼)



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

CROSBY, NORTH DAKOTA | AL-9024 (FAA) | 25219

RNAV (GPS)-A

CROSBY MUNI (D5Ø)

APP CRS	Rwy Ldg	N/A
083°	TDZE	N/A
	Apt Elev	1953

RNP APCH - GPS.

Circling NA to Rwys 3 and 21.

MISSED APPROACH: Climb to 2600 then climbing right turn to 4500 direct WHATR and hold.

AWOS-3	SALT LAKE CITY CENTER	CTAF
118.025	126.85 305.2	122.9 L

CANADA

UNITED STATES

MSA D5Ø 25 NM

4100

FLICS
3.3 NM to
YEZHI

(FAF)
SHEBB

083°

(MAP)
YEZHI

4000
053°
(7.4)

(IF/IAF)
WHATR

053°
233°

HOLD 10000 4500

5 NM

4500 NoPT
353°
(5.3)

(IAF)
PRYME

4500
004°
(32.2)

4500
325°
(35.3)

Procedure NA for arrival on ISN
VOR/DME airway radials
081 CW 116.

WILLISTON
ISN

FONIA

ELEV 1953

3800 X 75

2680 X 100

0.3% UP

083°

MIRL Rwy 13-31 L

5 NM
Holding Pattern

WHATR

SHEBB

FLICS
3.3 NM to
YEZHI

YEZHI

10000
4500

233°
053°

053°

4000

083°
3460

2600 | 4500 | WHATR

7.4 NM | 1.7 NM | 3.3 NM

CATEGORY	A	B	C	D
CIRCLING	2440-1 487 (500-1)	2540-1 587 (600-1)	2540-1½ 587 (600-1½)	2640-2¼ 687 (700-2¼)

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg 3700
CH 49246	157°	TDZE 1729
W16A		Apt Elev 1730

RNAV (GPS) RWY 16

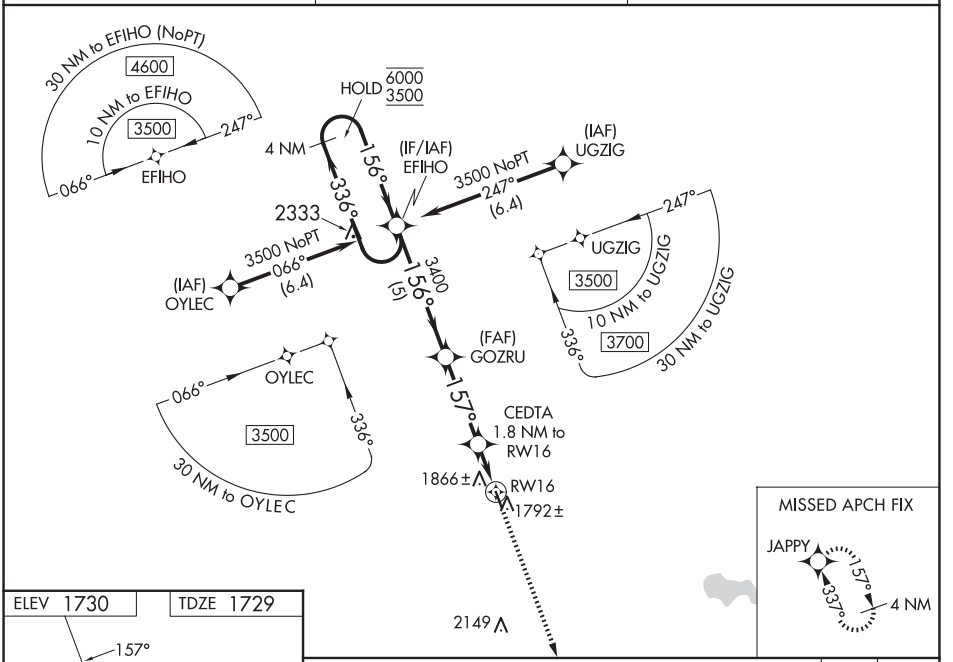
WILDER (6E5)

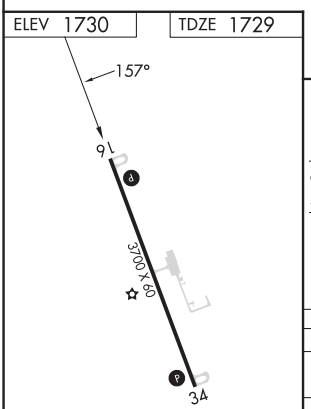
RNP APCH - GPS.

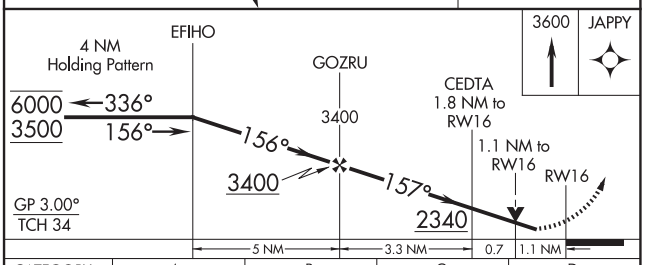
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Rwy 16 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using MDS altimeter setting. When local altimeter setting not received, use MDS altimeter setting and increase LPV DA to 2055 feet; increase LNAV/VNAV DA to 2200 feet and all visibilities ½ SM. Increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3600 direct JAPPY and hold.

AWOS-3P	MINNEAPOLIS CENTER	CTAF
118.15	126.25 339.8	122.9 L







CATEGORY	A	B	C	D
LPV DA	1979-1 250 (300-1)		NA	
LNAV/VNAV DA	2120-1⅛ 391 (400-1⅛)		NA	
LNAV MDA	2120-1 391 (400-1)		NA	
CIRCLING	2180-1 450 (500-1)	2220-1 490 (500-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

DESMET, SOUTH DAKOTA AL-10408 (FAA) 24249

WAAS	APP CRS	Rwy Idg	3700
CH 40048	337°	TDZE	1730
W34A		Apt Elev	1730

RNAV (GPS) RWY 34

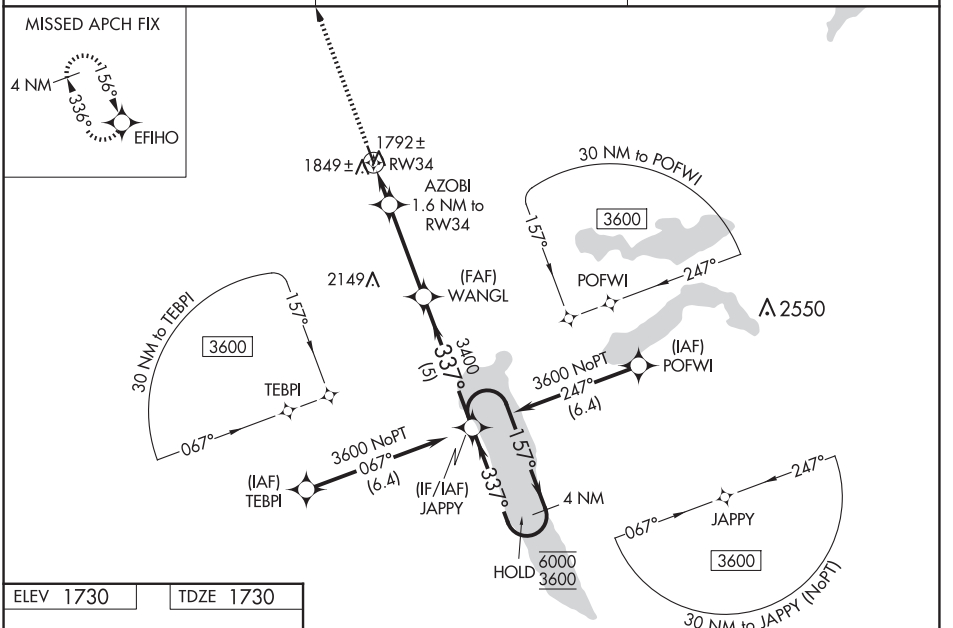
WILDER (6E5)

RNP APCH - GPS.

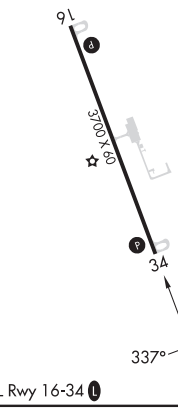
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Rwy 34 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using MDS altimeter setting. When local altimeter setting not received, use MDS altimeter setting and increase LPV DA to 2056 feet; increase LNAV/VNAV DA to 2180 feet and all visibilities ⅜ SM. Increase all MDAs 80 feet.

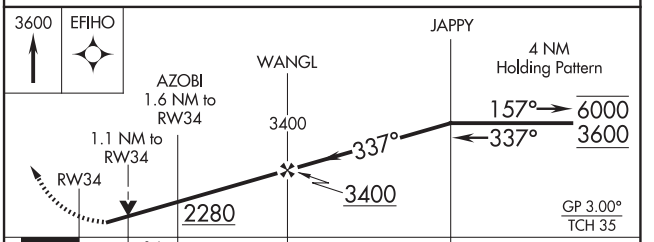
MISSED APPROACH: Climb to 3600 direct EFIHO and hold.

AWOS-3P	MINNEAPOLIS CENTER	CTAF
118.15	126.25 339.8	122.9 L



ELEV 1730 TDZE 1730





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	2180-1 450 (500-1)	2220-1 490 (500-1)	NA	

DESMET, SOUTH DAKOTA
Orig 05SEP24

44°26'N-97°33'W

WILDER (6E5)
RNAV (GPS) RWY 34

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5201
CH 82643	138°	TDZE	1393
W14A		Apt Elev	1396

RNAV (GPS) RWY 14

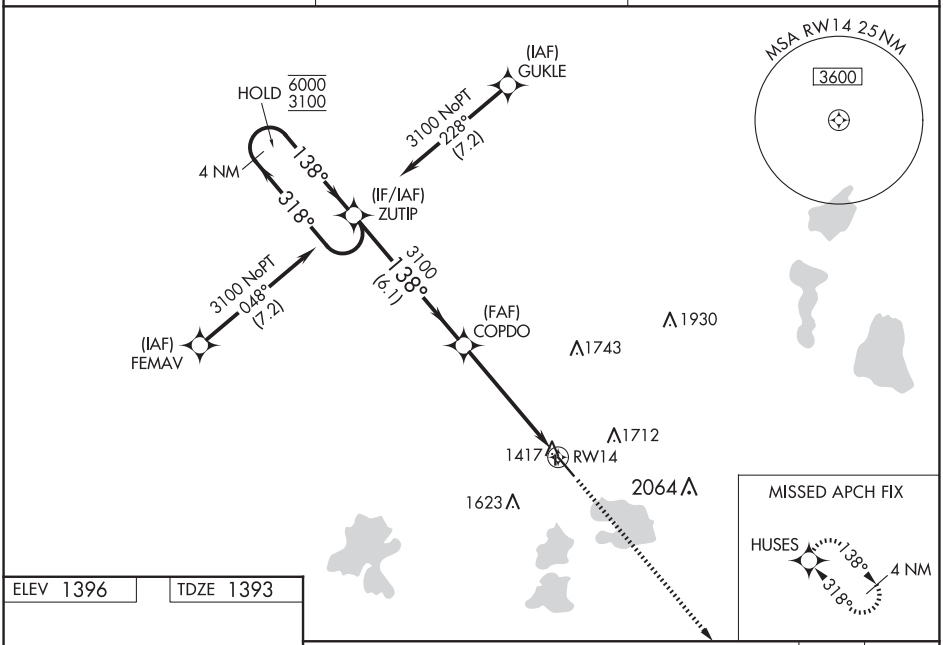
DETROIT LAKES/WETHING FLD (DTL)

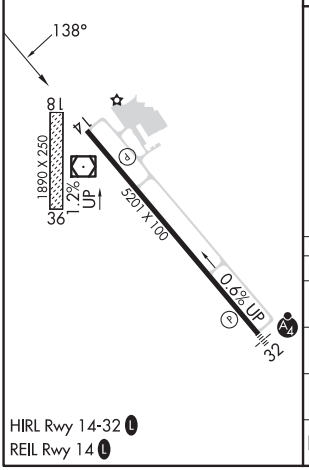
RNP APCH.

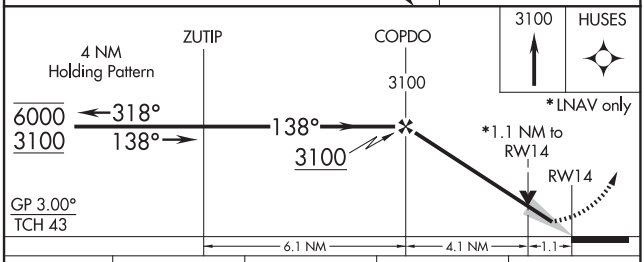
T A Circling NA to Rwys 18 and 36. Baro-VNAV and VDP NA when using Park Rapids altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Park Rapids altimeter setting: increase DA to 1728 feet and all visibilities ¼ SM, increase all MDA 100 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 3100 direct HUSES and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.075	126.1 269.2	122.8 (CTAF) L







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)		1780-1⅛ 387 (400-1⅛)	
C CIRCLING	1820-1 424 (500-1)	1860-1 464 (500-1)	2080-2 684 (700-2)	2140-2½ 744 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

DETROIT LAKES, MINNESOTA | AL-5634 (FAA) | 22195

RNAV (GPS) RWY 32

DETROIT LAKES/WETHING FLD (DTL)

WAAS	APP CRS	Rwy Idg	5201
CH 86704	318°	TDZE	1372
W32A		Apt Elev	1396

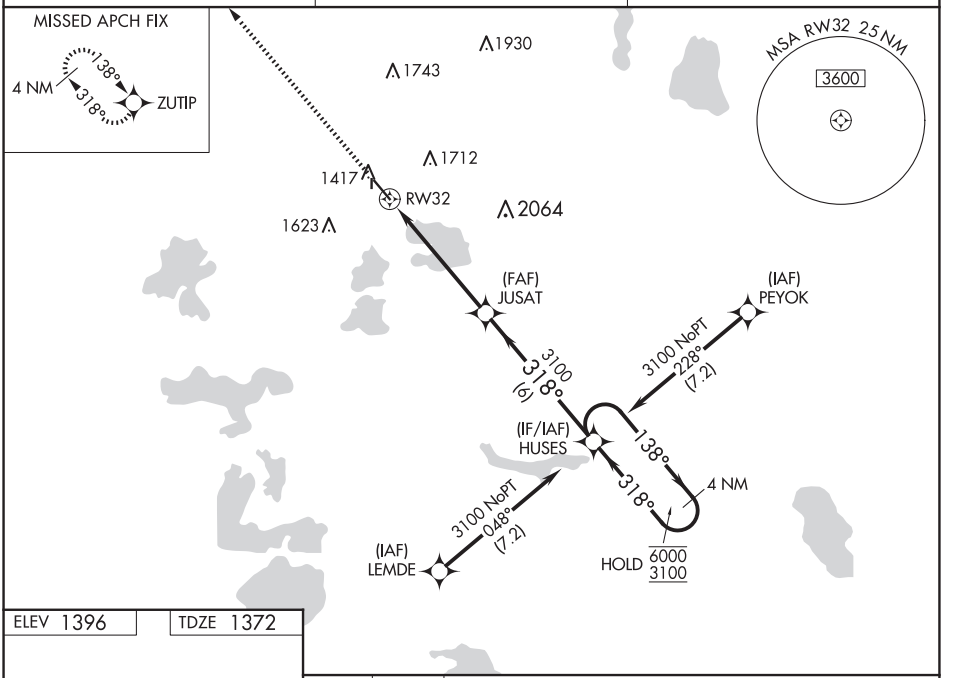
RNP APCH-GPS.

T A Circling NA to Rwys 18 and 36. Inop table does not apply to LPV. 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 ⅞ SM.

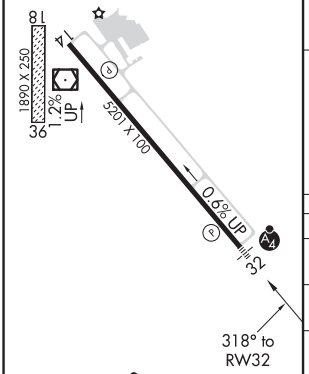
MALSF

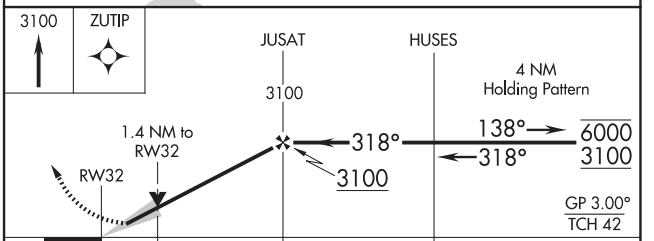
MISSED APPROACH: Climb to 3100 direct ZUTIP and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.075	126.1 269.2	122.8 (CTAF) L



ELEV 1396 | TDZE 1372





CATEGORY	A	B	C	D
LPV DA	1622-¾ 250 (300-¾)			
LNAV/VNAV DA	1656-¾ 284 (300-¾)			
LNAV MDA	1860-¾ 488 (500-¾)		1860-1⅛ 488 (500-1⅛)	
C CIRCLING	1860-1 464 (500-1)		2080-2 684 (700-2)	2140-2½ 744 (800-2½)

DETROIT LAKES, MINNESOTA
Amdt 2B 14JUL22

46°49′N-95°53′W

DETROIT LAKES/WETHING FLD (DTL)

RNAV (GPS) RWY 32

NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME DTL	APP CRS	Rwy Idg	5201
111.2	314°	TDZE	1372
Chan 49		Apt Elev	1396

VOR RWY 32

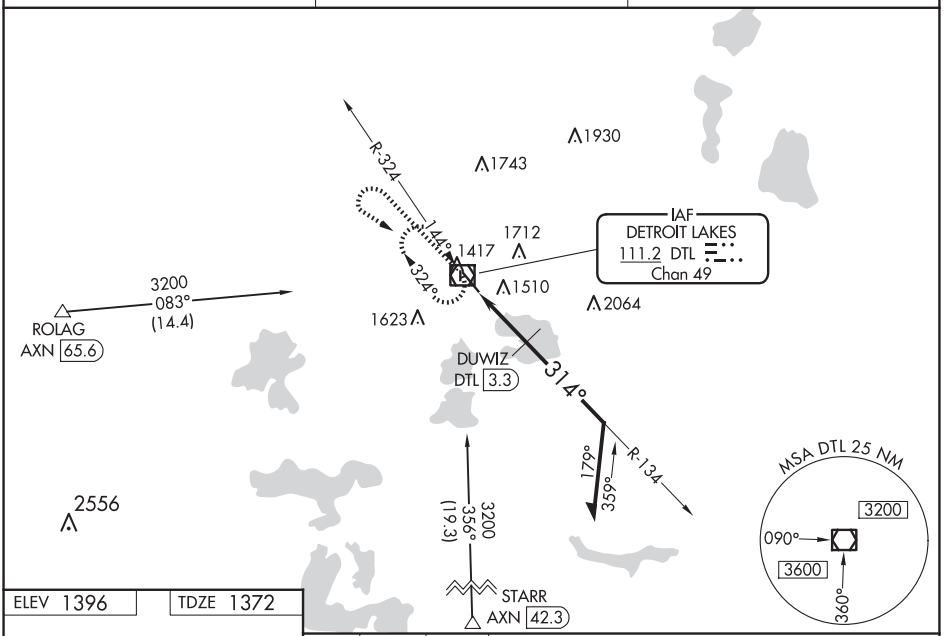
DETROIT LAKES/WETHING FLD (DTL)

T A NA — Circling NA to Rwys 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.

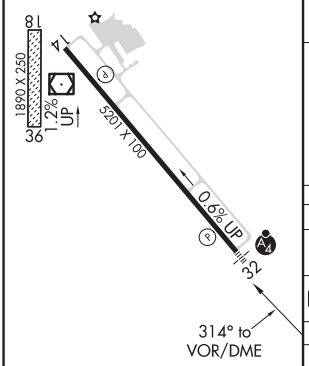
MALSF

MISSED APPROACH: Climb to 2500 then climbing left turn to 3200 direct DTL VOR/DME and hold, continue climb-in-hold 3200.

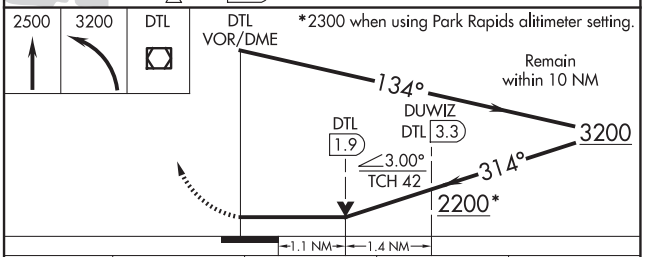
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.075	126.1 269.2	122.8 (CTAF) L



ELEV 1396 | TDZE 1372



HIRL Rwy 14-32 L
REIL Rwy 14 L



CATEGORY	A	B	C	D
S-32	2200-¾ 828 (900-¾)	2200-1 828 (900-1)	2200-2 828 (900-2)	
C CIRCLING	2200-1 804 (900-1)	2200-1¼ 804 (900-1¼)	2200-2½ 804 (900-2½)	
DUWIZ FIX MINIMUMS				
S-32	1760-¾ 388 (400-¾)		1760-⅞ 388 (400-⅞)	
C CIRCLING	1820-1 424 (500-1)	1860-1 464 (500-1)	2080-2 684 (700-2)	2140-2½ 744 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

DEVILS LAKE, NORTH DAKOTA | AL-5305 (FAA) | 25219

ILS or LOC RWY 31

DEVILS LAKE RGNL (DVL)

LOC I-VKE	APP CRS	Rwy Ldg	6400
108.7	311°	TDZE	1450
		Apt Elev	1469

RNP APCH - GPS.

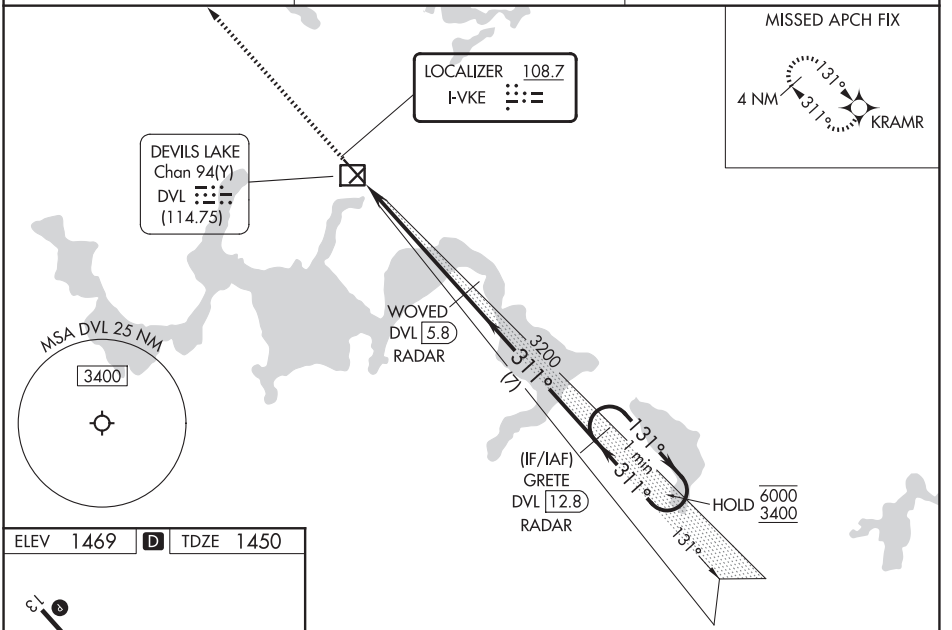
DME or RADAR required.

T NA 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 ⅛ 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 ⅞ SM. For inop ALS, increase S-LOC 31 Cat C/D visibility to 1⅜ SM.

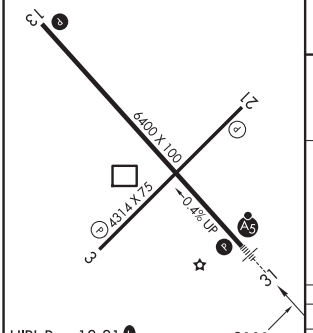
MALSR

MISSED APPROACH: Climb to 3400 direct KRAMR and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
125.875	124.2 270.3	122.8 (CTAF) L

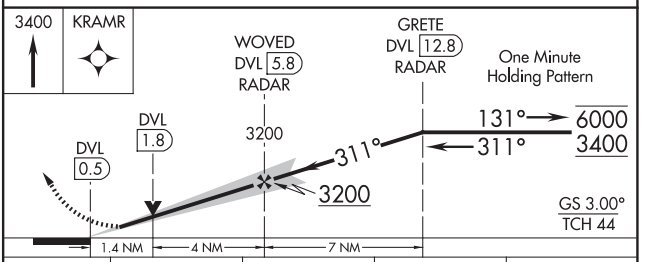


ELEV 1469 D TDZE 1450



HIRL Rwy 13-31 L
REIL Rwys 3, 13 and 21 L
MIRL Rwy 3-21 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



CATEGORY	A	B	C	D
S-ILS 31	1650-½ 200 (200-½)			
S-LOC 31	1920-½ 470 (500-½)		1920-1 470 (500-1)	
CIRCLING	2000-1 531 (600-1)		2240-2¼ 771 (800-2¼)	2240-2½ 771 (800-2½)

DEVILS LAKE, NORTH DAKOTA
Amdt 4 10AUG23

48°07′N-98°55′W

DEVILS LAKE RGNL (DVL)

ILS or LOC RWY 31

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

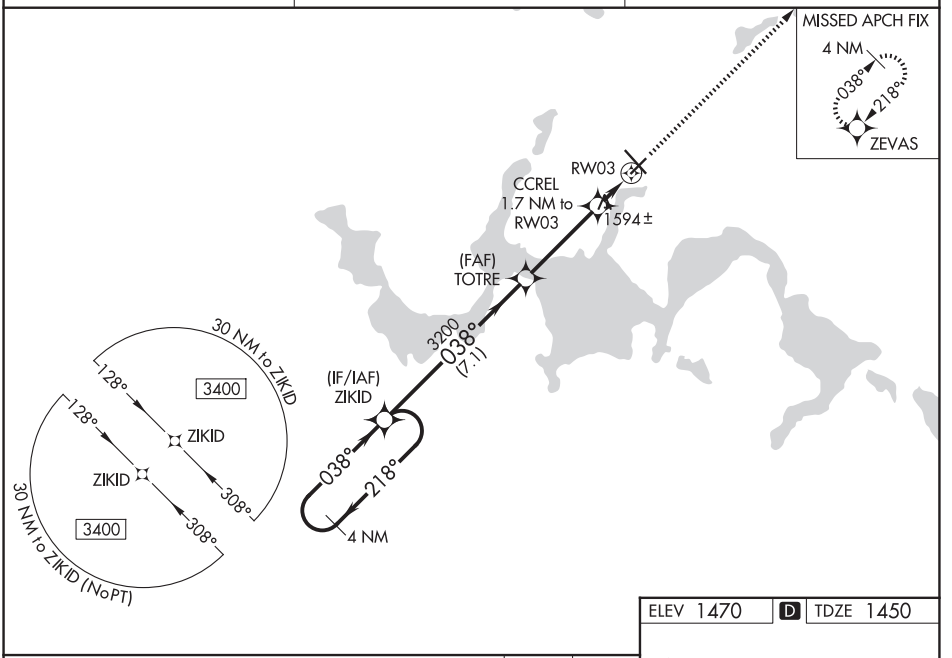
WAAS	APP CRS	Rwy Ldg	4314
CH 93608	038°	TDZE	1450
W03A		Apt Elev	1470

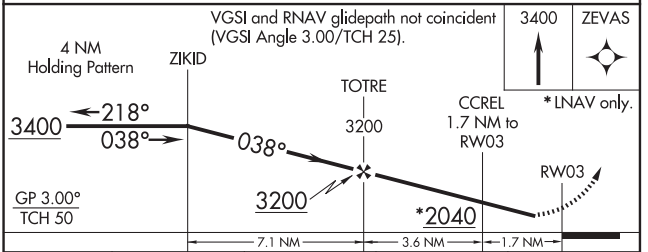
RNAV (GPS) RWY 3
DEVILS LAKE RGNL (DVL)

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 ⅛ mile, LNAV and Circling Cat C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Cando altimeter setting.

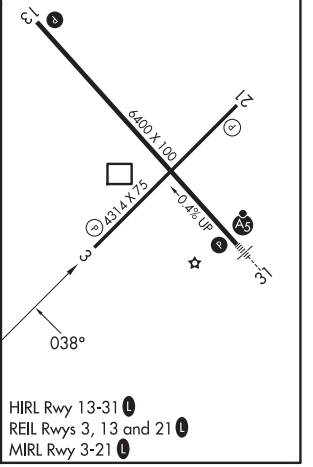
MISSED APPROACH: Climb to 3400 direct ZEVAS and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
125.875	124.2 270.3	122.8 (CTAF) L





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)		1860-1⅛ 410 (400-1⅛)	
CIRCLING	2000-1 530 (600-1)		2240-2¼ 770 (800-2¼)	2240-2½ 770 (800-2½)



HIRL Rwy 13-31 L
REIL Rwys 3, 13 and 21 L
MIRL Rwy 3-21 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

DEVILS LAKE, NORTH DAKOTA | AL-5305 (FAA) | 25219

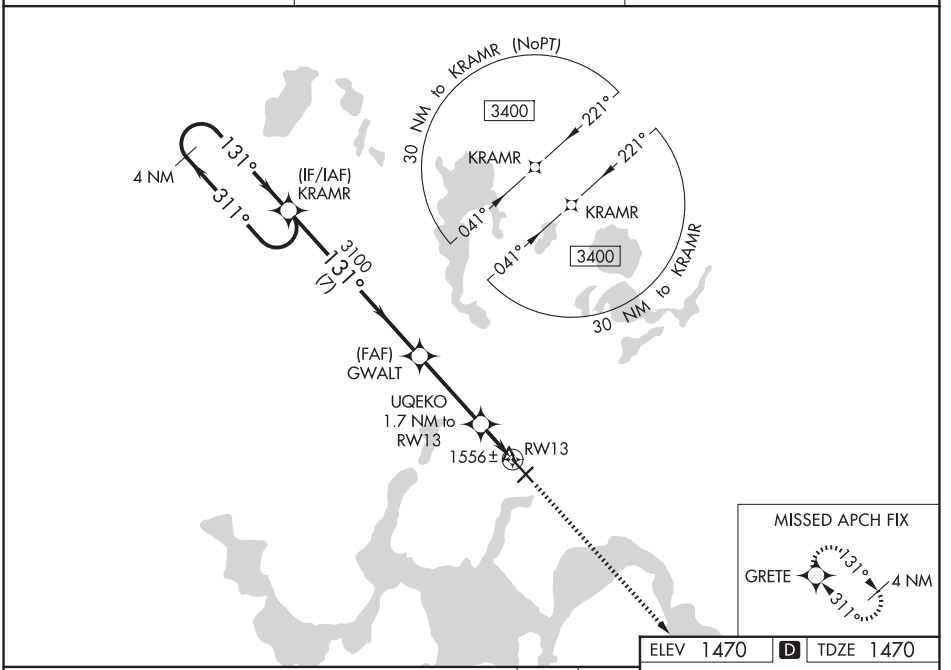
WAAS	APP CRS	Rwy Ldg 6400
CH 78314	131°	TDZE 1470
W13A		Apt Elev 1470

RNAV (GPS) RWY 13
DEVILS LAKE RGNL (DVL)

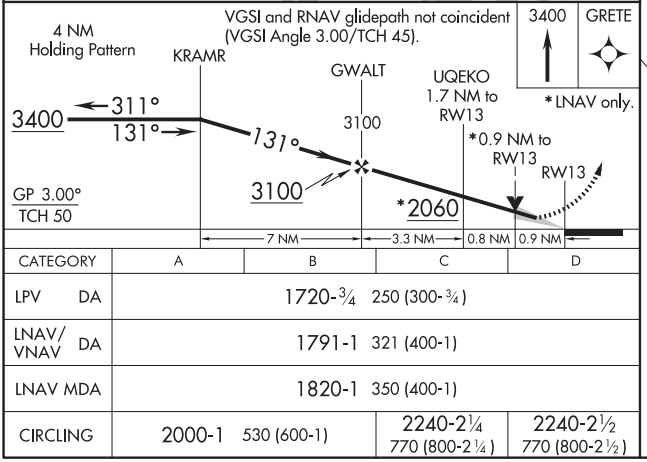
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Cando altimeter setting. When local altimeter setting not received, use Cando altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3400 direct GRETE and hold.

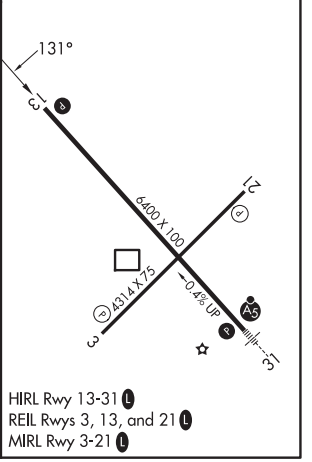
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
125.875	124.2 270.3	122.8 (CTAF) L



ELEV 1470 | D | TDZE 1470



CATEGORY	A	B	C	D
LPV DA	1720-¾	250 (300-¾)		
LNAV/VNAV DA	1791-1	321 (400-1)		
LNAV MDA	1820-1	350 (400-1)		
CIRCLING	2000-1	530 (600-1)	2240-2¼ 770 (800-2¼)	2240-2½ 770 (800-2½)



HIRL Rwy 13-31 L
REIL Rwys 3, 13, and 21 L
MIRL Rwy 3-21 L

DEVILS LAKE, NORTH DAKOTA
Amdt 1B 05FEB15

48°07′N-98°55′W

DEVILS LAKE RGNL (DVL)
RNAV (GPS) RWY 13

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78417 W21A	APP CRS 218°	Rwy Ldg 4314 TDZE 1449 Apt Elev 1470

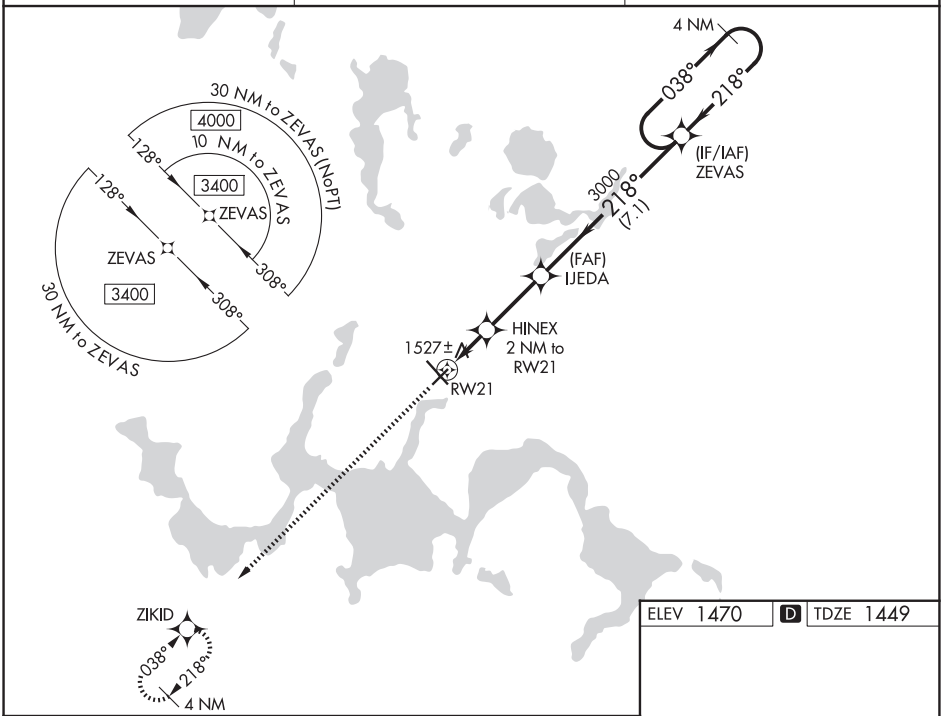
RNAV (GPS) RWY 21

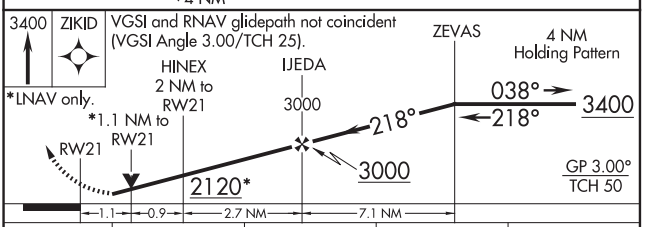
DEVILS LAKE RGNL (DVL)

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.

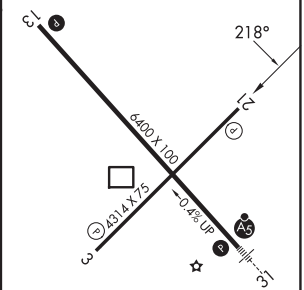
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
125.875	124.2 270.3	122.8 (CTAF) L





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 770 (800-2¼)	2240-2½ 770 (800-2½)

ELEV 1470 D TDZE 1449



HIRL Rwy 13-31 L
REIL Rwys 3, 13 and 21 L
MIRL Rwy 3-21 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

DEVILS LAKE, NORTH DAKOTA | AL-5305 (FAA) | 25219

WAAS	APP CRS	Rwy Ldg	6400
CH 58314	311°	TDZE	1450
W31A		Apt Elev	1469

RNAV (GPS) RWY 31

DEVILS LAKE RGNL (DVL)

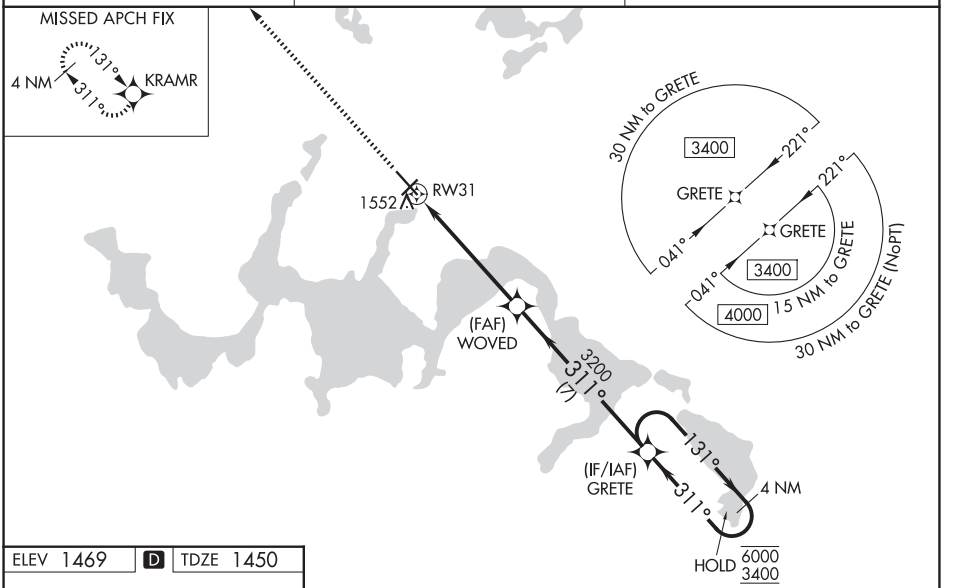
RNP APCH - GPS.

T A 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 ⅞ 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 ⅞ SM.

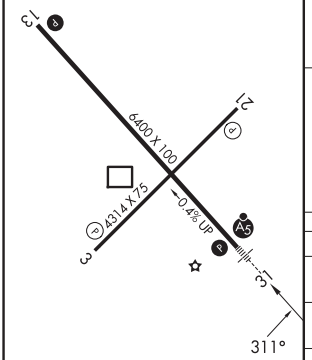
MALSR

MISSED APPROACH: Climb to 3400 direct KRAMR and hold.

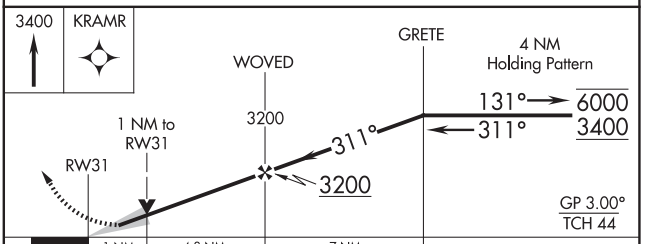
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
125.875	124.2 270.3	122.8 (CTAF) L



ELEV 1469 | D | TDZE 1450



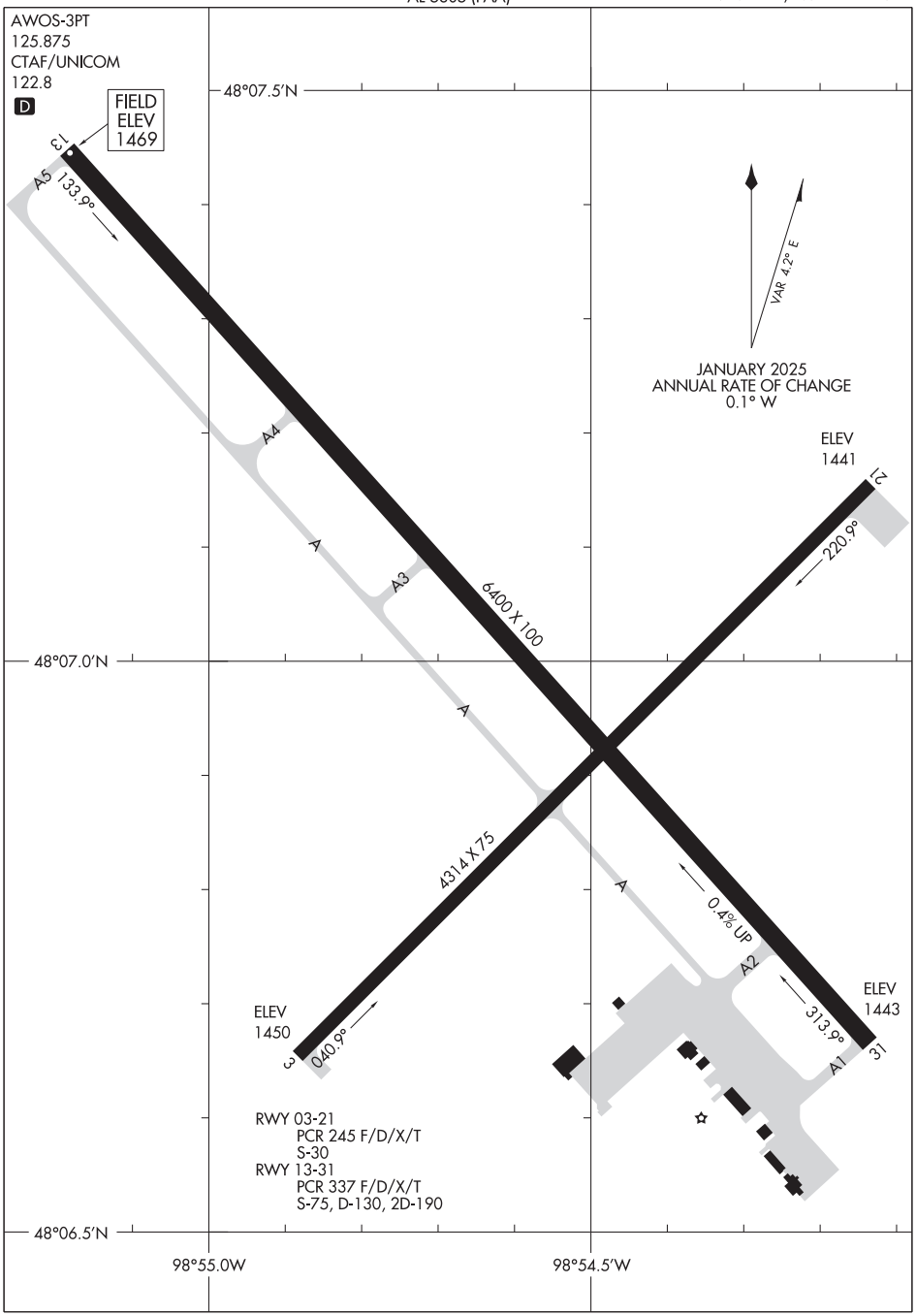
HIRL Rwy 13-31 L
REIL Rwys 3, 13 and 21 L
MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
LPV DA	1650-½ 200 (200-½)			
LNAV/VNAV DA	1721-½ 271 (300-½)			
LNAV MDA	1820-½ 370 (400-½)		1820-⅝ 370 (400-⅝)	
CIRCLING	2000-1 531 (600-1)		2240-2¼ 771 (800-2¼)	2240-2½ 771 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

AL-5305 (FAA)



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

DICKINSON, NORTH DAKOTA | AL-120 (FAA) | 24193

ILS or LOC RWY 32

DICKINSON/THEODORE ROOSEVELT RGNL (DIK)

LOC/DME I-DIK	APP CRS	Rwy Idg	7301
108.3	320°	TDZE	2587
Chan 20		Apt Elev	2592

DME required.

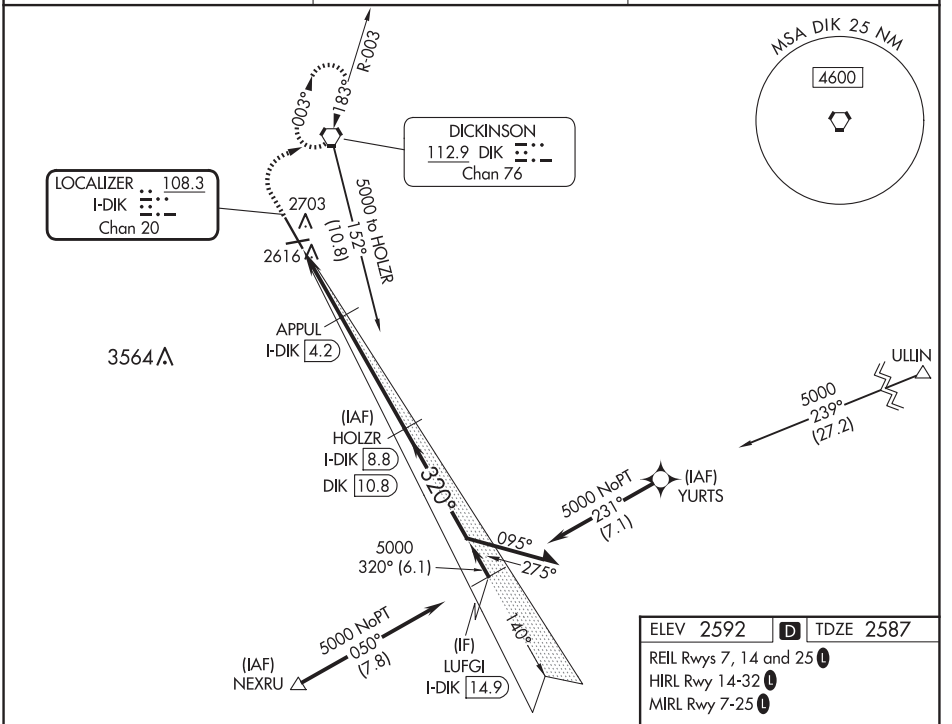
RNP APCH - GPS. From NEXRU or YURTS.

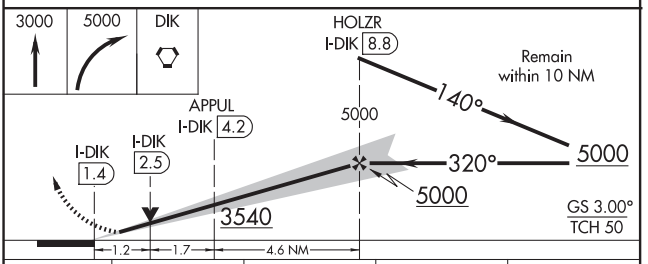
T A NA Use I-DIK DME when on the localizer course. For inop ALS, increase S-LOC 32 Cat C/D visibility to 1⅛ SM.

MALSR

MISSED APPROACH: Climb to 3000, then climbing right turn to 5000 direct DIK VORTAC and hold, continue climb-in-hold to 5000.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	124.25 236.825	123.0 (CTAF) L





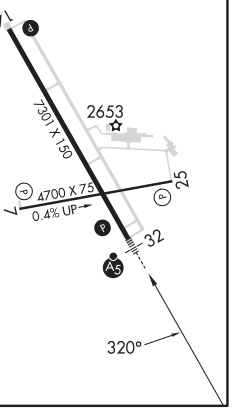
CATEGORY	A	B	C	D
S-ILS 32	2787-½ 200 (200-½)			
S-LOC 32	3000-½ 413 (500-½)		3000-¾ 413 (500-¾)	
CIRCLING	3060-1 468 (500-1)		3120-1½ 528 (600-1½)	3200-2 608 (700-2)

ELEV 2592 | D | TDZE 2587

REIL Rwys 7, 14 and 25 L

HIRL Rwy 14-32 L

MIRL Rwy 7-25 L



NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4700
CH 90544	070°	TDZE	2583
W07A		Apt Elev	2592

RNAV (GPS) RWY 7

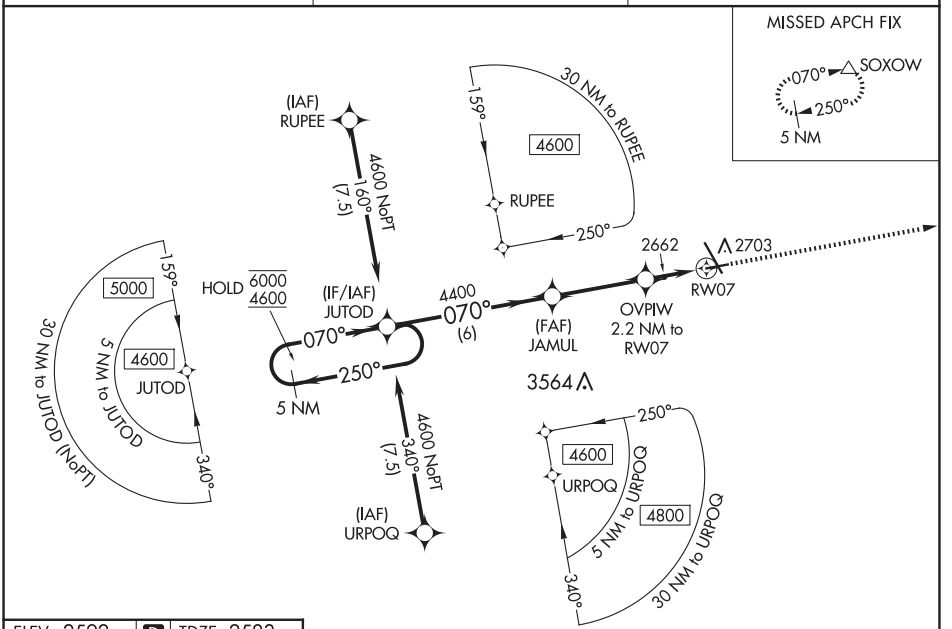
DICKINSON/THEODORE ROOSEVELT RGNL (DIK)

RNP APCH - GPS.

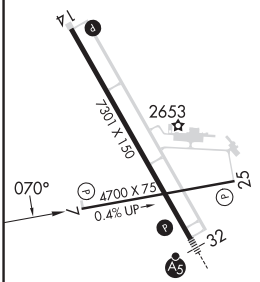
Rwy 7 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C.

MISSED APPROACH: Climb to 4600 direct SOXOW and hold.

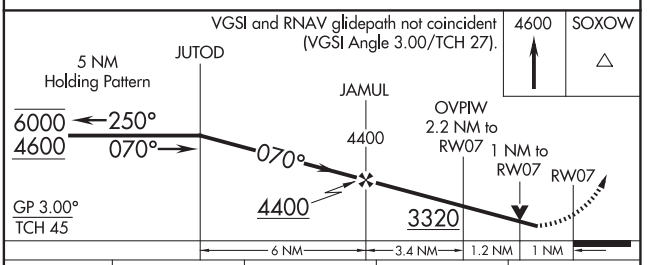
ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	124.25 236.825	123.0 (CTAF) L



ELEV 2592 D TDZE 2583



HIRL Rwy 14-32 L
MIRL Rwy 7-25 L
REIL Rwys 7, 14 and 25 L



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 528 (600-1½)	3200-2 608 (700-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

DICKINSON, NORTH DAKOTA | AL-120 (FAA) | 24193

WAAS	APP CRS	Rwy Idg	7301
CH 45944	140°	TDZE	2585
W14A		Apt Elev	2592

RNAV (GPS) RWY 14

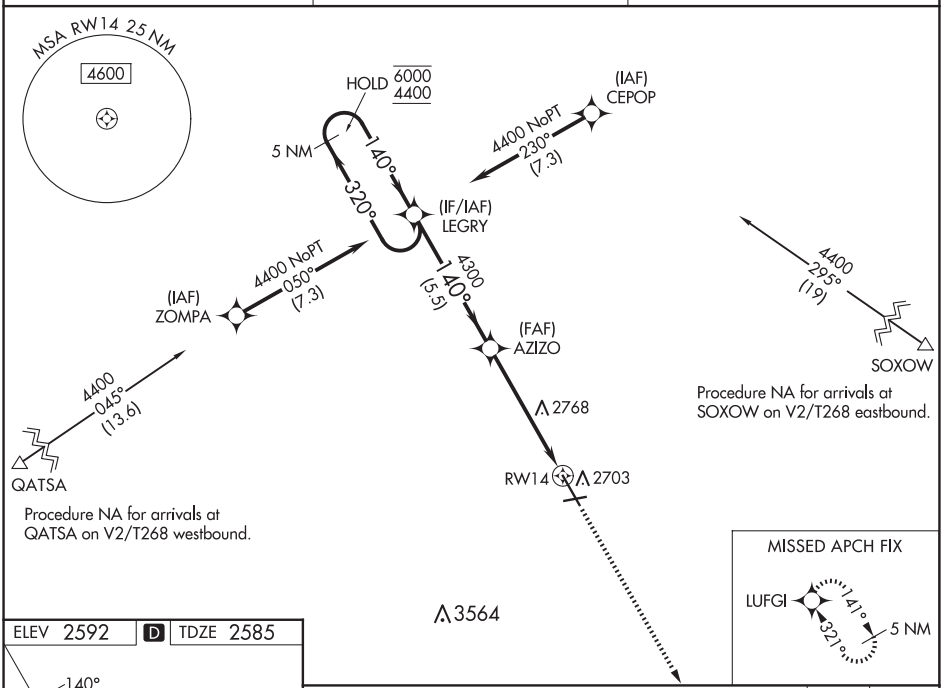
DICKINSON/THEODORE ROOSEVELT RGNL (DIK)

RNP APCH - GPS.

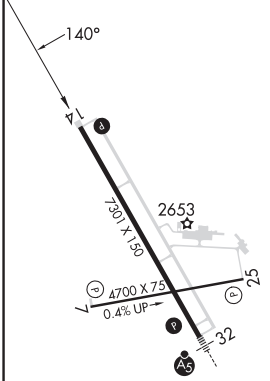
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct LUFGI and hold.

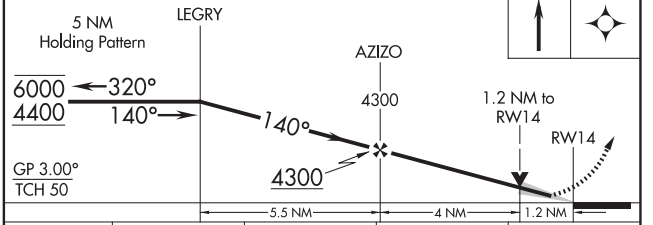
ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	124.25 236.825	123.0 (CTAF) L



ELEV 2592 | D | TDZE 2585



HIRL Rwy 14-32 L
MIRL Rwy 7-25 L
REIL Rwys 7, 14 and 25 L



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
Orig 03NOV22

DICKINSON/THEODORE ROOSEVELT RGNL (DIK)
46°48'N-102°48'W
RNAV (GPS) RWY 14

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 25

DICKINSON/THEODORE ROOSEVELT RGNL (DIK)

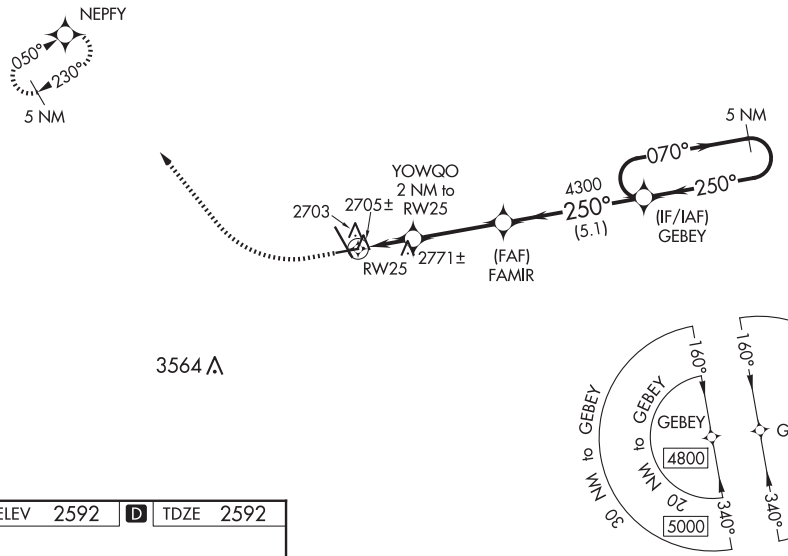
WAAS	APP CRS	Rwy Idg	4700
CH 82534	250°	TDZE	2592
W25A		Apt Elev	2592

RNP APCH.

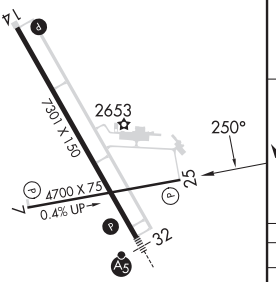
T A Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Bowman altimeter setting and increase all MDA 160 feet and visibility Cats C and D ½ SM.

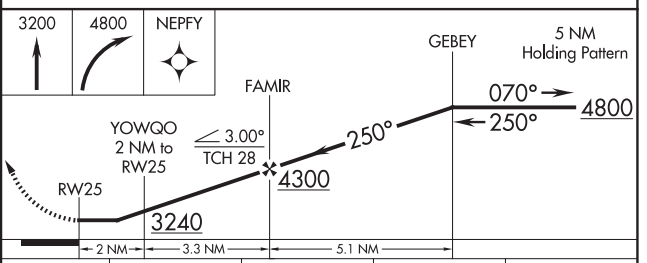
MISSED APPROACH: Climb to 3200 then climbing right turn to 4800 direct NEPFY and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	124.25 236.825	123.0 (CTAF) L



ELEV 2592 D TDZE 2592





CATEGORY	A	B	C	D
LP MDA	2980-1	388 (400-1)	2980-1⅛	388 (400-1⅛)
LNAV MDA	3060-1	468 (500-1)	3060-1⅜	468 (500-1⅜)
C CIRCLING	3080-1 488 (500-1)	3100-1 508 (600-1)	3120-1½ 528 (600-1½)	3220-2 628 (700-2)

HIRL Rwy 14-32 L
MIRL Rwy 7-25 L
REIL Rwys 7, 14 and 25 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

DICKINSON, NORTH DAKOTA | AL-120 (FAA) | 24193

WAAS	APP CRS	Rwy Idg	7301
CH 50544	320°	TDZE	2587
W32A		Apt Elev	2592

RNAV (GPS) RWY 32

DICKINSON/THEODORE ROOSEVELT RGNL (DIK)

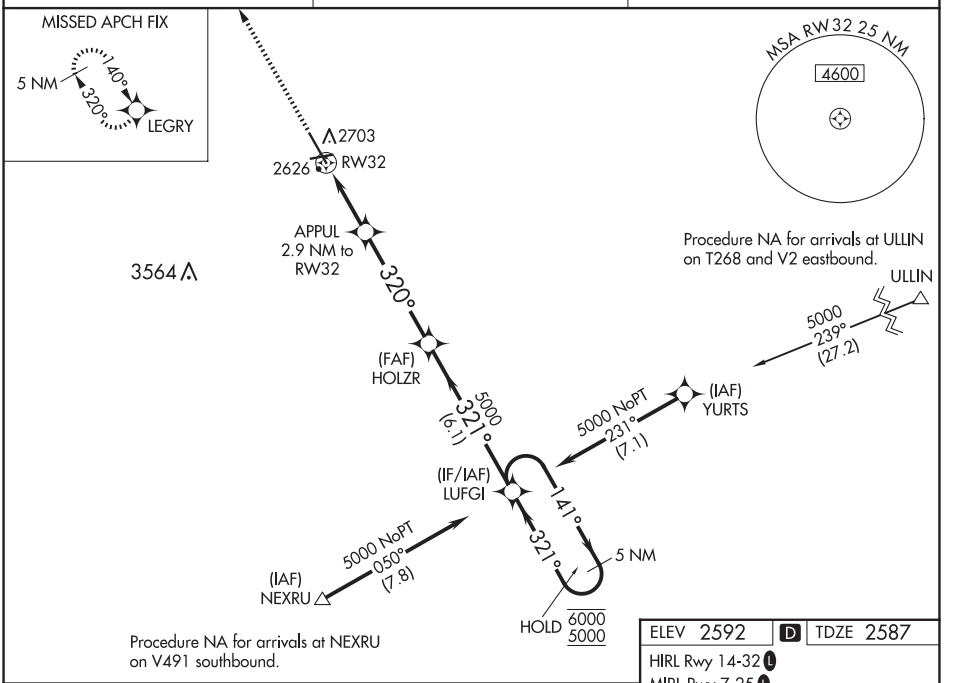
RNP APCH - GPS.

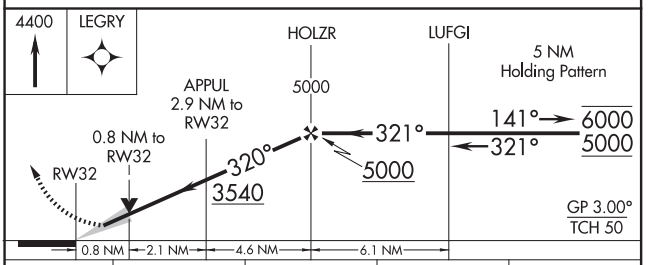
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat C/D visibility to ⅞ SM.

MALSR

MISSED APPROACH: Climb to 4400 direct LEGRY and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	124.25 236.825	123.0 (CTAF) L





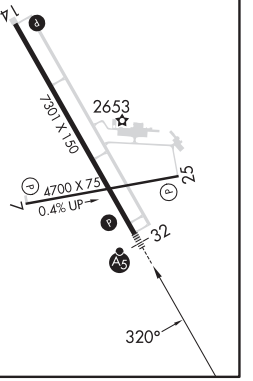
CATEGORY	A	B	C	D
LPV DA	2787-½	200 (200-½)		
LNAV/VNAV DA	2837-½	250 (300-½)		
LNAV MDA	2880-½	293 (300-½)		
CIRCLING	3060-1 468 (500-1)		3120-1½ 528 (600-1½)	3200-2 608 (700-2)

ELEV 2592 | D | TDZE 2587

HIRL Rwy 14-32 L

MIRL Rwy 7-25 L

REIL Rwys 7, 14 and 25 L



DICKINSON, NORTH DAKOTA
Orig 03NOV22

DICKINSON/THEODORE ROOSEVELT RGNL (DIK)
46°48'N-102°48'W
RNAV (GPS) RWY 32

NC-1, 07 AUG 2025 to 02 OCT 2025

VORTAC DIK	APP CRS	Rwy Idg	N/A
112.9	183°	TDZE	N/A
Chan 76		Apt Elev	2592

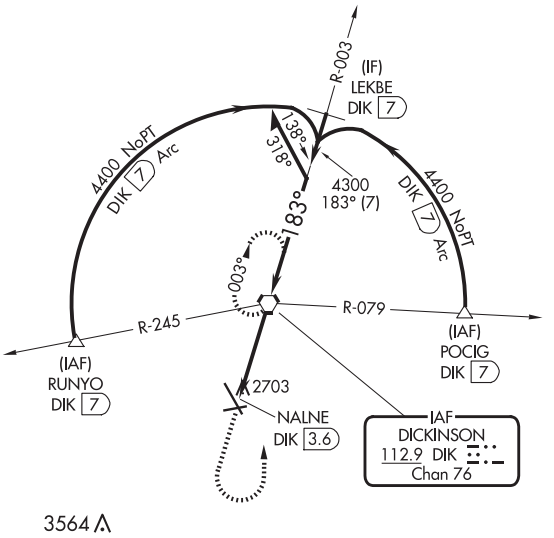
VOR-A

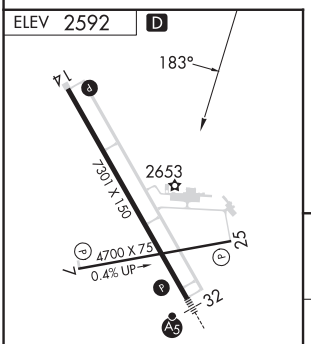
DICKINSON/THEODORE ROOSEVELT RGNL (DIK)

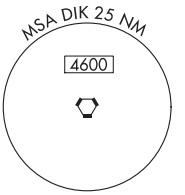
When local altimeter setting not received, use Bowman altimeter setting and increase all MDAs 280 feet, increase Circling Cat C visibility ¾ SM, Cat D visibility 1 SM.

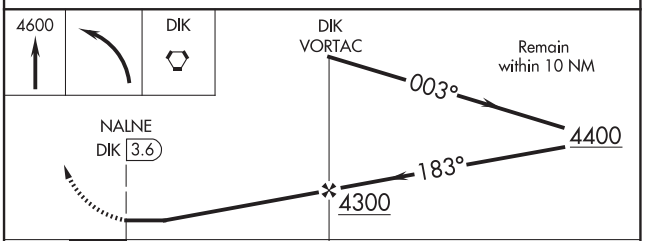
MISSED APPROACH: Climb to 4600 then turn left direct DIK VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	124.25 236.825	123.0 (CTAF) L









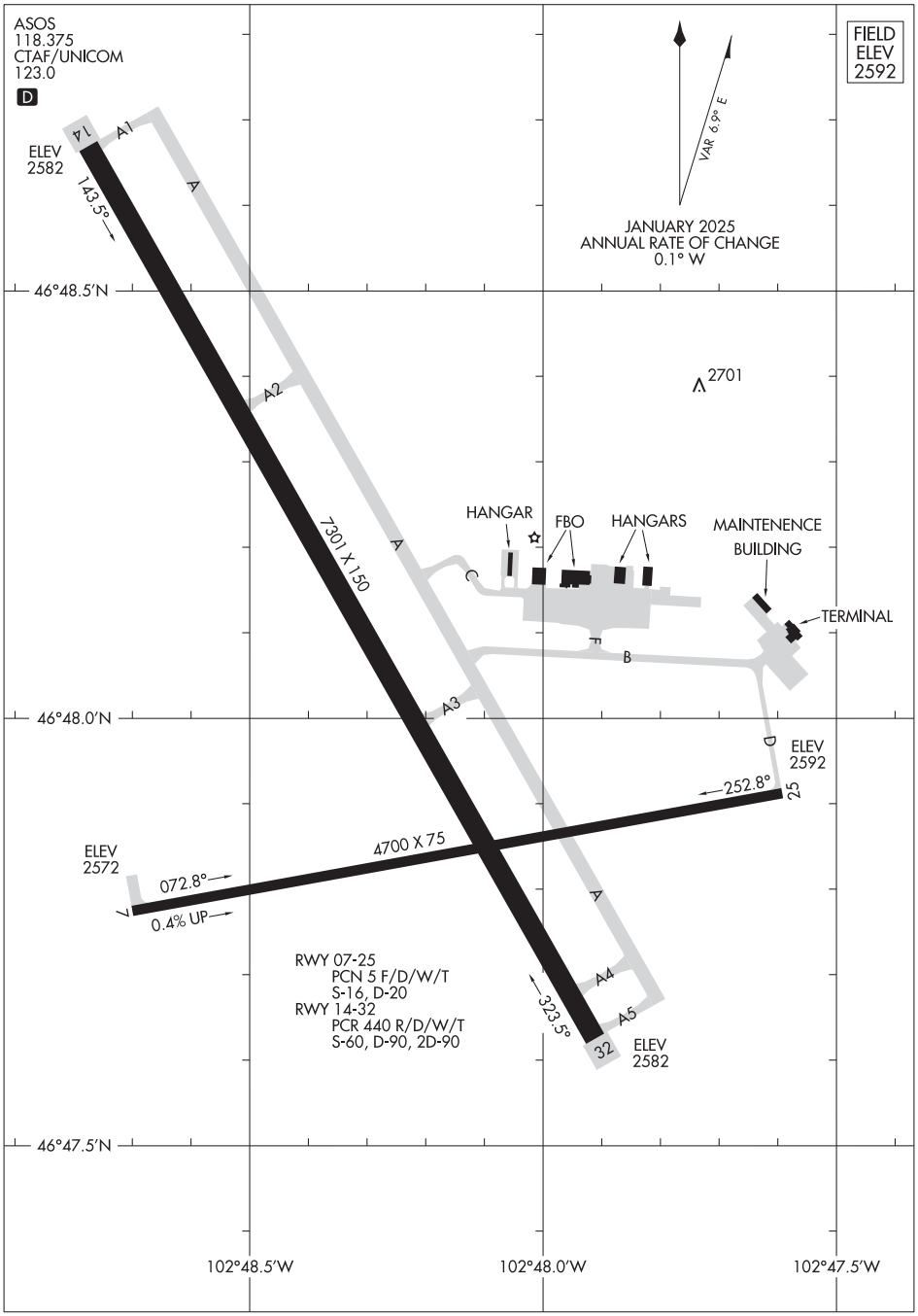
FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
C CIRCLING	3080-1 488 (500-1)	3100-1 508 (600-1)	3120-1½ 528 (600-1½)	3220-2 628 (700-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

25107
AIRPORT DIAGRAM

DICKINSON/THEODORE ROOSEVELT RGNL (DIK)
AL-120 (FAA)
DICKINSON, NORTH DAKOTA



AIRPORT DIAGRAM
25107
DICKINSON, NORTH DAKOTA
DICKINSON/THEODORE ROOSEVELT RGNL (DIK)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

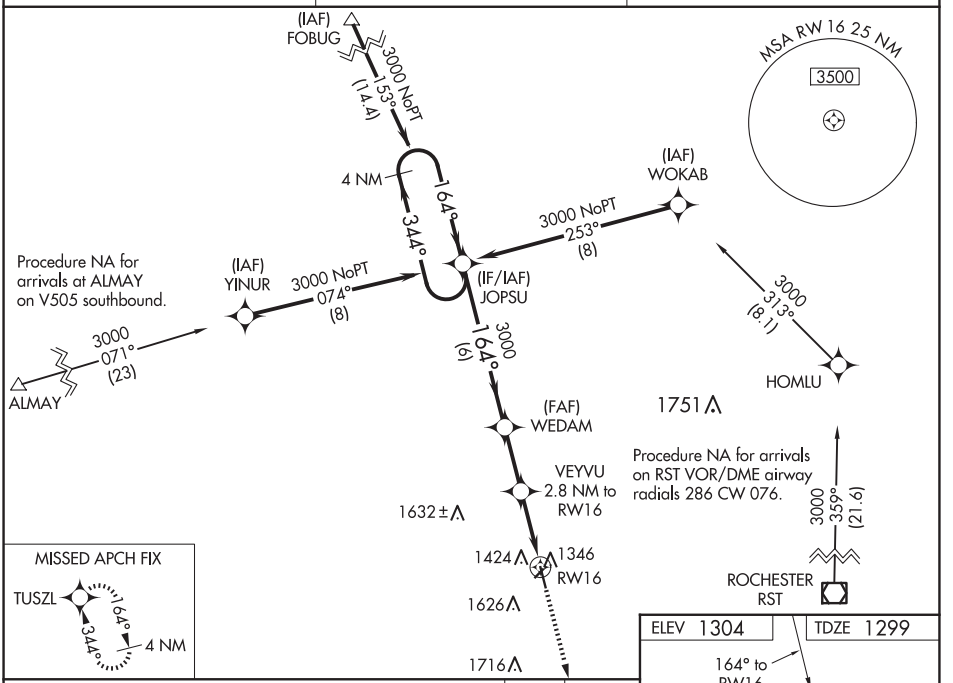
WAAS CH 97532 W16A	APP CRS 164°	Rwy Idg 4500 TDZE 1299 Apt Elev 1304

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 ⅛ mile, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct TUSZL and hold.

AWOS-3	ROCHESTER APP CON *	CTAF
119.075	119.8 251.125	122.9 L



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)		1680-1⅛ 381 (400-1⅛)	NA
C CIRCLING	1960-1 656 (700-1)		1960-1¾ 656 (700-1¾)	NA

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

DODGE CENTER, MINNESOTA | AL-6579 (FAA) | 19115

RNAV (GPS) RWY 34

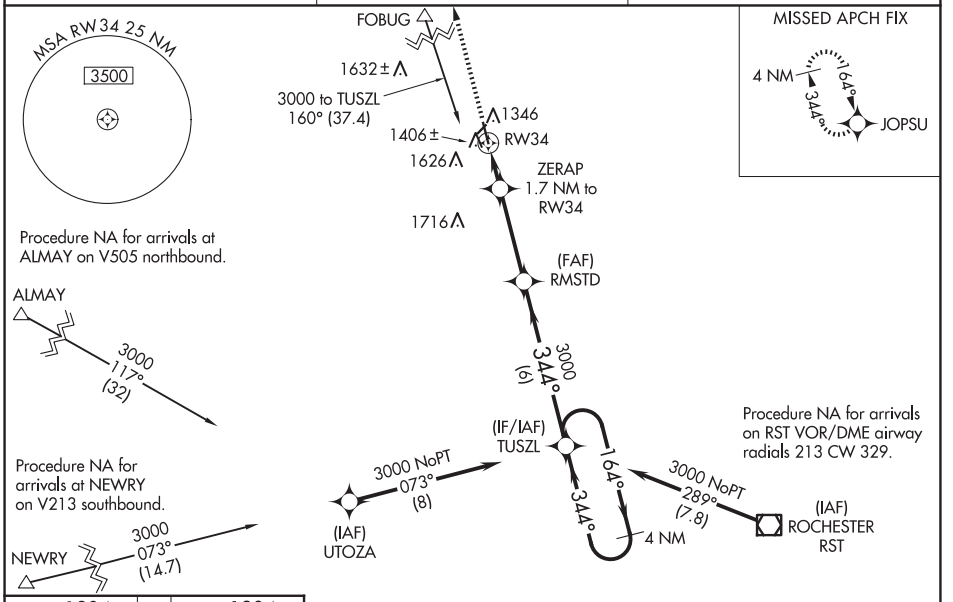
DODGE CENTER (TOB)

WAAS	APP CRS	Rwy Idg	4500
CH 45633	344°	TDZE	1304
W34A		Apt Elev	1304

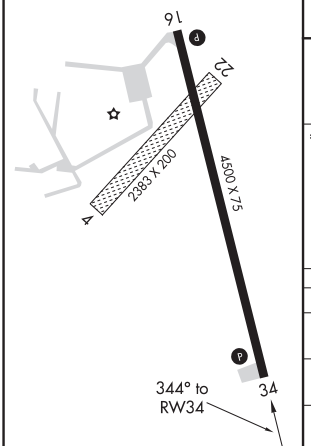
T A Baro-VNAV NA when using Rochester Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester Intl altimeter setting and increase all DA 39 feet and all MDA 40 feet, and increase LNAV Cat C visibility ⅛ 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	ROCHESTER APP CON ★	CTAF
119.075	119.8 251.125	122.9 L

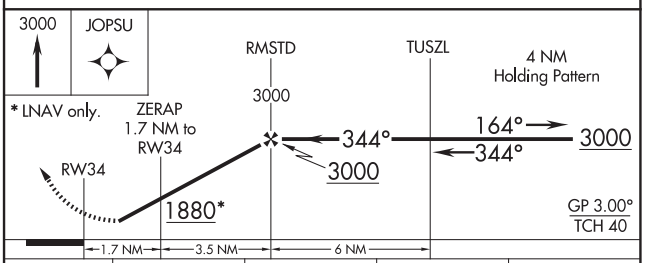


ELEV 1304 | TDZE 1304



REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

∧1893



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
C CIRCLING	1960-1 656 (700-1)		1960-1¾ 656 (700-1¾)	NA

DODGE CENTER, MINNESOTA
Amdt 1A 11DEC14

44°01′N-92°50′W

DODGE CENTER (TOB)

RNAV (GPS) RWY 34

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

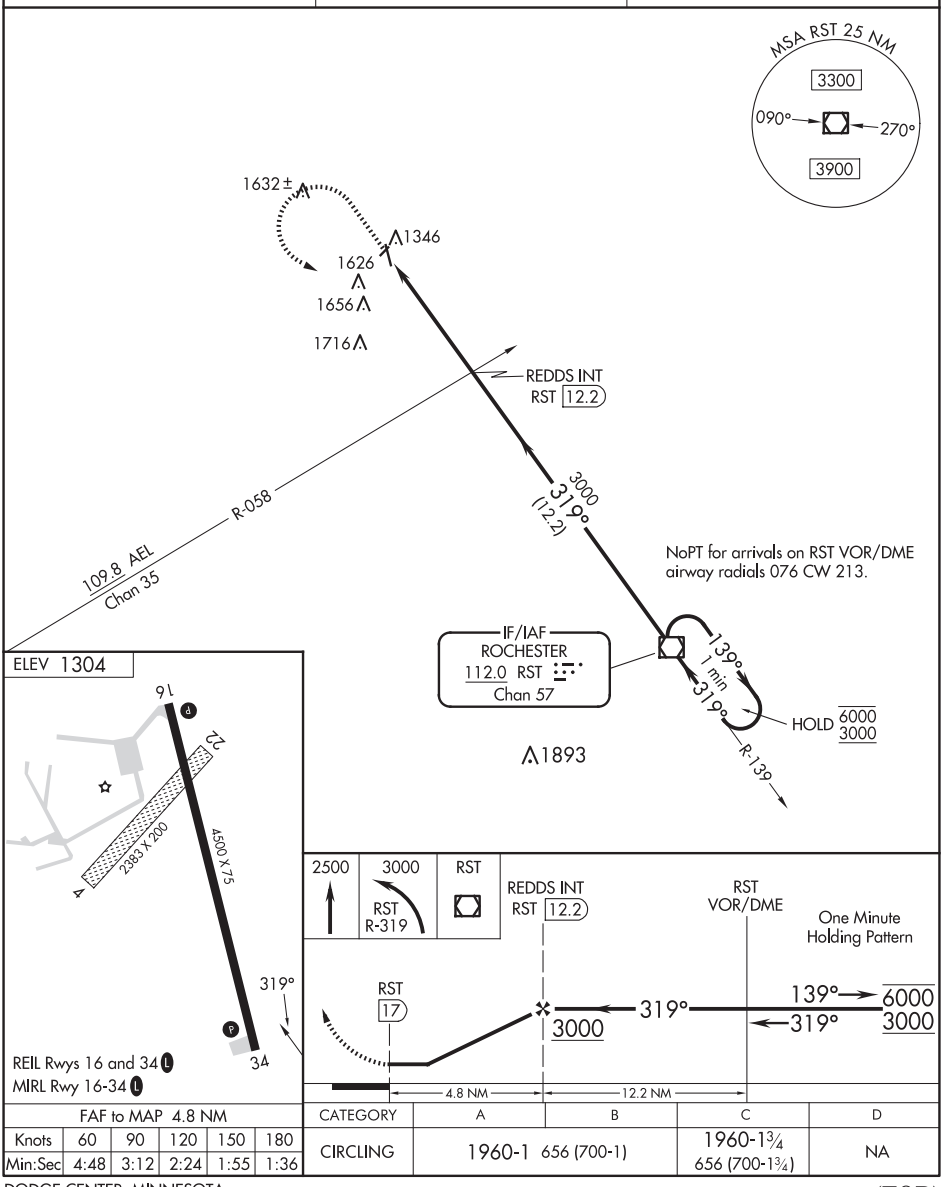
VOR/DME RST	APP CRS	Rwy Idg	N/A
112.0	319°	TDZE	N/A
Chan 57		Apt Elev	1304

VOR-A
DODGE CENTER (TOB)

Circling NA to Rwys 4 and 22. When local altimeter setting not received, use Rochester altimeter setting and increase all MDAs 60 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 on RST VOR/DME R-319 to RST VOR/DME and hold.

AWOS-3	ROCHESTER APP CON ★	CTAF
119.075	119.8 251.125	122.9 (L)



NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1960-1 656 (700-1)		1960-1¾ 656 (700-1¾)	NA

ILS or LOC RWY 9

DULUTH INTL (DLH)

LOC I-DLH	APP CRS	Rwy Idg	10062
110.3	093°	TDZE	1428
		Apt Elev	1428

T A 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	DULUTH APP CON	DULUTH TOWER	GND CON
124.1 270.1	125.45 233.7	118.3 257.8	121.9 348.6

ALTERNATE MISSED APCH FIX

093° 273° PYKLA DL 379 RADAR

ADF or RADAR REQUIRED

116.55 HIB Chan 112 (Y)

017° 197° CHERL INT DLH 15

R-119

R-017

LOM/IAF PYKLA 379 DL RADAR

LOCALIZER 110.3 I-DLH

(CFBSJ) 273° 093° 1 min 273° IM 3300 288° (6.8) 1569 1581

2049± 2049

MSA DL 25 NM 3100

DULUTH 112.6 DLH Chan 73

ELEV 1428 D TDZE 1428

TDZ/CL Rwy 9

REIL Rwys 3 and 21

HIRL Rwys 9-27

MIRL Rwys 3-21

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

One Minute Holding Pattern

DL PYKLA LOM RADAR

3284

3300 273° 093° 3300

GS 3.00° TCH 59

IM

5.4 NM 0.2

3000	4500 hdg 320°	DLH R-017	CHERL INT

093° 10591 X 150 5719 X 150 1492 TWR 1485 9 27 3 5

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D	E
S-ILS 9	1628/18 200 (200-½)				
S-LOC 9	1960/24 532 (600-½)		1960/55 532 (600-1)		
C CIRCLING	1960-1 532 (600-1)		1960-1½ 532 (600-1½)	2400-3 972 (1000-3)	

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 27

DULUTH INTL (DLH)

LOC I-JUD	APP CRS	Rwy Idg	10062
108.7	273°	TDZE	1421
		Apt Elev	1428

DME or RADAR required for procedure entry.

T A ASR Circling NA for Cat E southeast of Rwys 3 and 27. Inop table does not apply to S-ILS 27. For inop ALS, increase S-LOC 27 Cat E visibility to 1¼ SM.

MALSR (A5)

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.

ATIS	DULUTH APP CON	DULUTH TOWER	GND CON
124.1 270.1	125.45 233.7	118.3 257.8	121.9 348.6

ALTERNATE MISSED APCH FIX

093° 273° PYKLA DL 379 RADAR

116.55 HIB Chan 112 (Y) R-119

(IAF) FOSUP DLH 15

017° 197°

CHERL INT DLH 15

MSA DLH 25 NM 3100

LOCALIZER 108.7 I-JUD

R-009 R-017

3200 NoPT FOSUP to WIRSA DLH 15 Arc

(IAF) ANDOE OM/RADAR DLH 6.5

LOM PYKLA 379 DL RADAR

1569 1581

3200 273° (8.8)

LR-070 048° 228° 093°

LR-086

2049± 2049

(IF) WIRSA DLH 15

DULUTH 112.6 DLH Chan 73

3200 to ANDOE 066° (6.5)

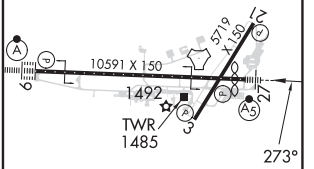
Procedure NA for arrival on DLH VORTAC airway radials 046 CW 116.

R-182

3200 NoPT DLH 15 Arc

(IAF) DAYAR DLH 15

ELEV 1428 D TDZE 1421



TDZ/CL Rwy 9
REIL Rwys 3 and 21
HIRL Rwys 9-27
MIRL Rwys 3-21

3000	4500 hdg 060°	DLH R-017	CHERL INT

ANDOE OM/RADAR

Remain within 15 NM

093° 273° 3154 3200 3200

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 91).

GS 3.00° TCH 80

5.2 NM

CATEGORY	A	B	C	D	E
S-ILS 27	1621/40 200 (200-¾)		1651/40 230 (300-¾)		
S-LOC 27	1860/24 439 (500-½)		1860/40 439 (500-¾)		
C CIRCLING	1880-1 452 (500-1)	1900-1 472 (500-1)	1940-1½ 512 (600-1½)	2400-3 972 (1000-3)	

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 9 (SA CAT I)

DULUTH INTL (DLH)

LOC I-DLH	APP CRS	Rwy Idg	10062
110.3	093°	TDZE	1428
		Apt Elev	1428

ASR — Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. 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	DULUTH APP CON	DULUTH TOWER	GND CON
124.1 270.1	125.45 233.7	118.3 257.8	121.9 348.6

ALTERNATE MISSED APCH FIX

093° 273° PYKLA DL 379 RADAR

ADF or RADAR REQUIRED

116.55 HIB Chan 112 (Y)

CHERL INT DLH 15

017° 197° R-119 R-017

LOM/IAF PYKLA 379 DL RADAR

LOCALIZER 110.3 I-DLH

(CFBSJ) 273° 093° 1 min 273° IM 3300 288° (6.8) 1569 1581

2049± 2049

MSA DL 25 NM 3100

DULUTH 112.6 DLH Chan 73

ELEV 1428 D TDZE 1428

TDZ/CL Rwy 9

REIL Rwys 3 and 21

HIRL Rwys 9-27

MIRL Rwys 3-21

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

One Minute Holding Pattern

DL PYKLA LOM RADAR

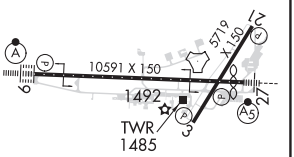
3284

3300 273° 093° 3300 IM

GS 3.00° TCH 59

5.6 NM 1154'

3000	4500	DLH	CHERL
↑	hdg 320°	R-017	INT



CATEGORY	A	B	C	D
S-ILS 9	RA 144/14 150 DA 1578			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

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	DULUTH APP CON	DULUTH TOWER	GND CON
124.1 270.1	125.45 233.7	118.3 257.8	121.9 348.6

ALTERNATE MISSED APCH FIX
093° 273°
PYKLA
DL
379
RADAR

ADF or RADAR REQUIRED

116.55 HIB
Chan 112 (Y)
017°
197°
CHERL INT
DLH 15
R-119
R-017

LOM/IAF
PYKLA
379 DL
RADAR

LOCALIZER 110.3
I-DLH

(CFBSJ)
273°
093°
1 min
273°
IM
3300
288°
(6.8)
1569
1581
2049±
2049

MSA DL 25 NM
3100

DULUTH
112.6 DLH
Chan 73

ELEV 1428 D TDZE 1428
TDZ/CL Rwy 9
REIL Rwys 3 and 21
HIRL Rwys 9-27
MIRL Rwys 3-21

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 70).

One Minute Holding Pattern

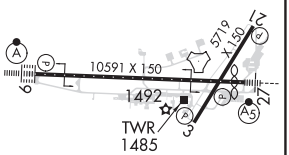
DL
PYKLA LOM
RADAR

3284
3300
273°
093°
3300
IM

GS 3.00°
TCH 59

5.6 NM
1154'

3000	4500	DLH	CHERL
↑	hdg 320°	R-017	INT



CATEGORY	A	B	C	D
S-ILS 9	RA 101/12 100 DA 1528			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 3

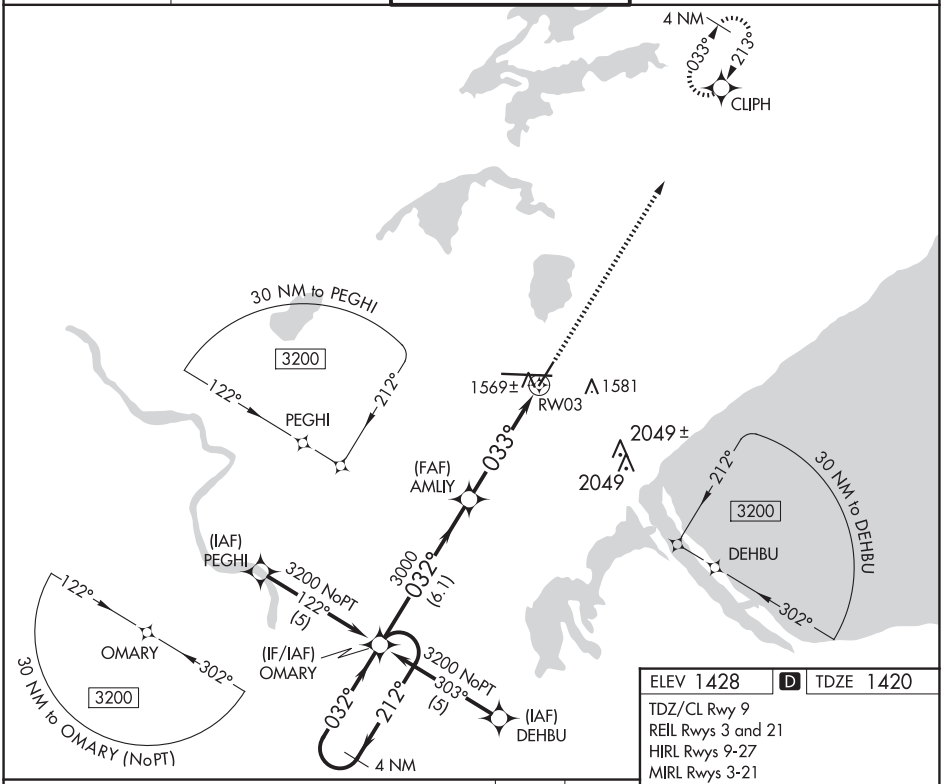
DULUTH INTL (DLH)

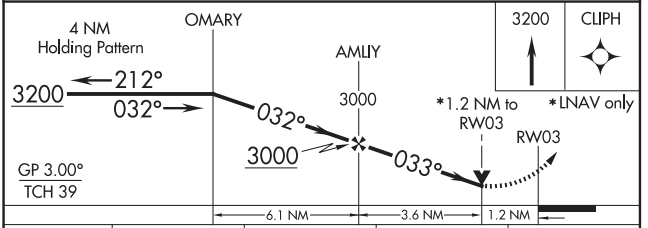
WAAS	APP CRS		
CH **82314**	**033°**	Rwy Idg	**5719**
W03A		TDZE	**1420**
		Apt Elev	**1428**

T A 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	DULUTH APP CON	DULUTH TOWER	GND CON
124.1 270.1	**125.45 233.7**	**118.3 257.8**	**121.9 348.6**

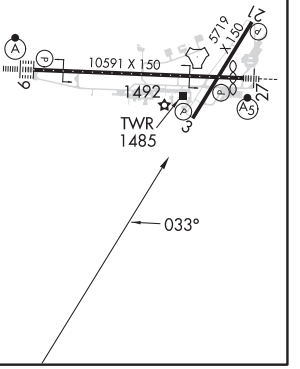




CATEGORY	A	B	C	D
LPV DA	1824-1½ 404 (400-1½)			
LNAV/VNAV DA	1874-1¾ 454 (500-1¾)			
LNAV MDA	1820-1 400 (400-1)			1820-1¼ 400 (400-1¼)
C CIRCLING	1880-1 452 (500-1)	1900-1 472 (500-1)	1940-1½ 512 (600-1½)	2400-3 972 (1000-3)

ELEV 1428 D TDZE 1420

TDZ/CL Rwy 9
REIL Rwys 3 and 21
HIRL Rwys 9-27
MIRL Rwys 3-21



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	10062
CH 90502	093°	TDZE	1428
W09A		Apt Elev	1428

RNAV (GPS) RWY 9

DULUTH INTL (DLH)

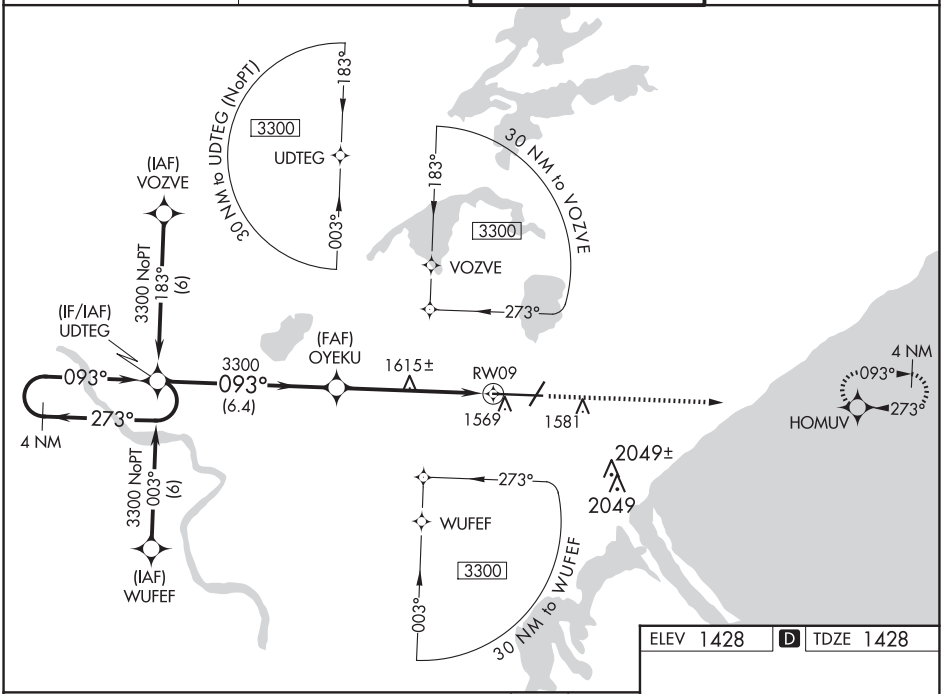
T A ASR

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	DULUTH APP CON	DULUTH TOWER	GND CON
124.1 270.1	125.45 233.7	118.3 257.8	121.9 348.6



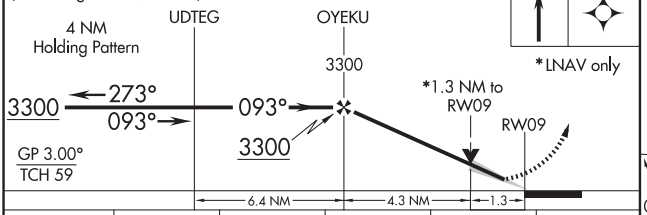
NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

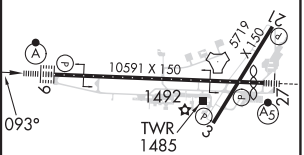
VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 70).

4000 HOMUV

*LNAV only



ELEV 1428 D TDZE 1428



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)	
C CIRCLING	1880-1 452 (500-1)	1900-1 472 (500-1)	1940-1½ 512 (600-1½)	2400-3 972 (1000-3)	

TDZ/CL Rwy 9
REIL Rwys 3 and 21
HIRL Rwys 9-27
MIRL Rwys 3-21

RNAV (GPS) RWY 21

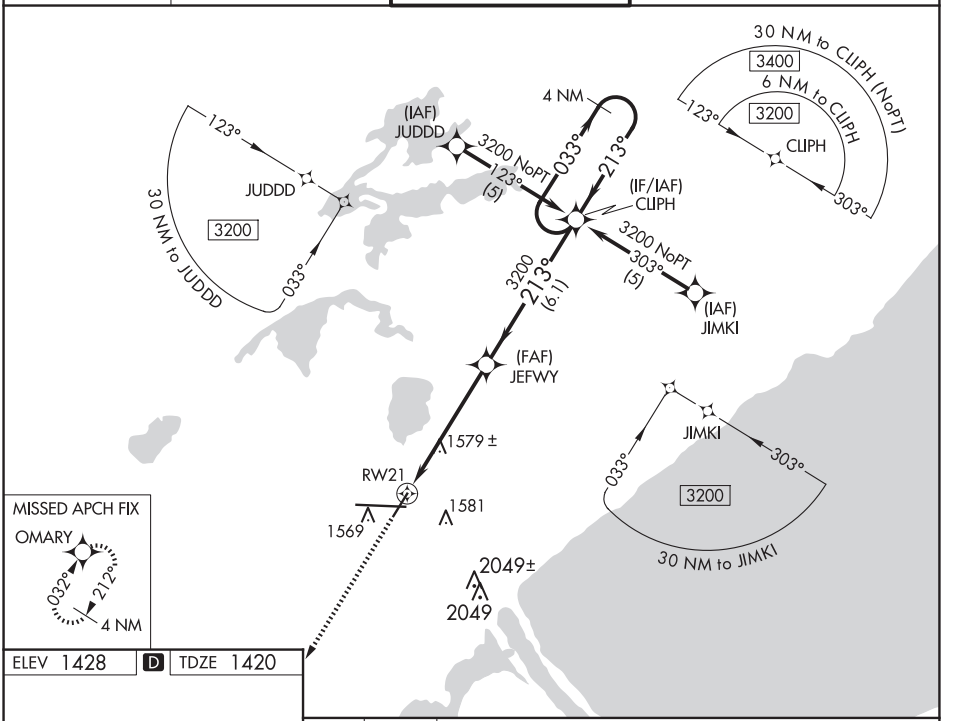
DULUTH INTL (DLH)

WAAS	APP CRS	Rwy Idg	5719
CH 40114	213°	TDZE	1420
W21A		Apt Elev	1428

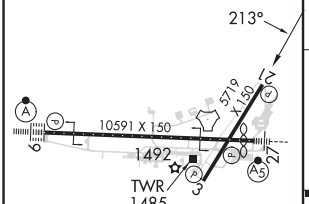
T A ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F). DME/DME RNP- 0.3 NA. Rwy 21 helicopter visibility reduction below ¾ SM NA.

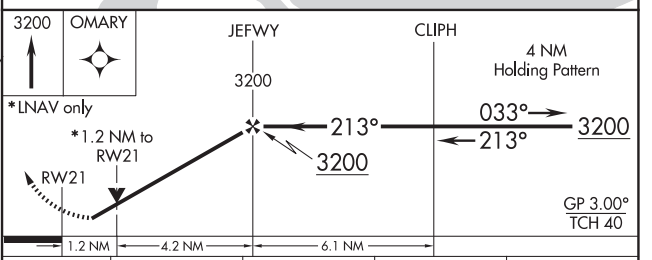
MISSED APPROACH: Climb to 3200 direct OMARY and hold.

ATIS	DULUTH APP CON	DULUTH TOWER	GND CON
124.1 270.1	125.45 233.7	118.3 257.8	121.9 348.6



ELEV 1428 D TDZE 1420





CATEGORY	A	B	C	D
LPV DA	1708-1 288 (300-1)			
LNAV/VNAV DA	1927-1¾ 507 (500-1¾)			
LNAV MDA	1840-1 420 (500-1)		1840-1¼ 420 (500-1¼)	
C CIRCLING	1880-1 452 (500-1)	1900-1 472 (500-1)	1940-1½ 512 (600-1½)	2400-3 972 (1000-3)

TDZ/CL Rwy 9
REIL Rwys 3 and 21
HIRL Rwys 9-27
MIRL Rwys 3-21

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 27

DULUTH INTL (DLH)

WAAS	APP CRS	Rwy Idg	10062
CH 50502	273°	TDZE	1421
W27A		Apt Elev	1428

RNP APCH.

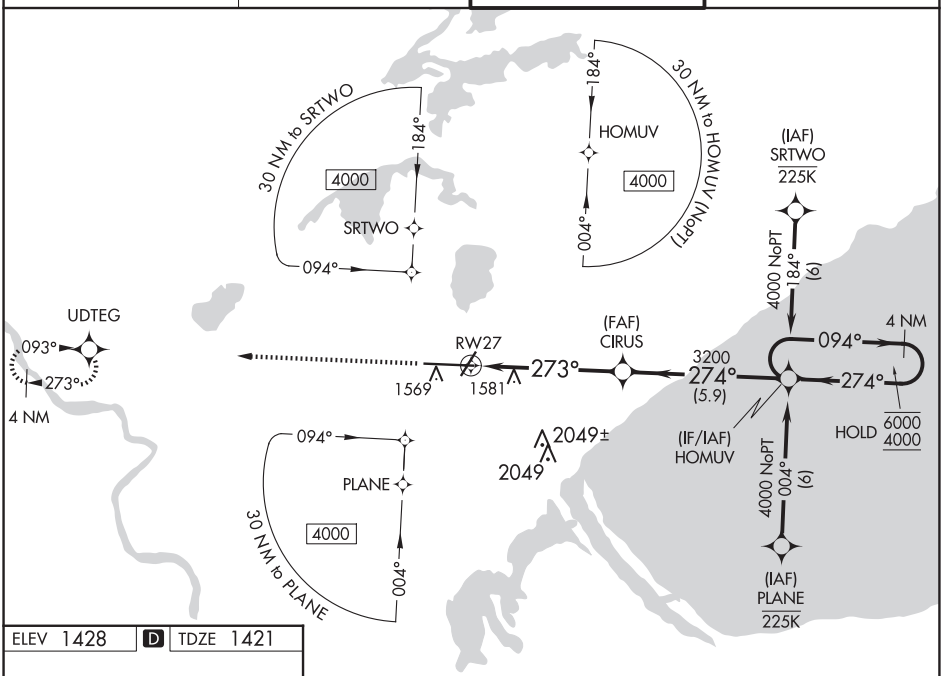
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

ASR #RVR 1800 authorized with use of FD or AP or HUD to DA.

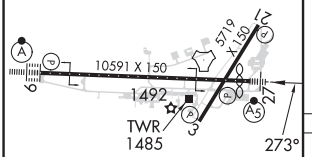
MALSR

MISSED APPROACH: Climb to 3300 direct UDTEG and hold.

ATIS	DULUTH APP CON	DULUTH TOWER	GND CON
124.1 270.1	125.45 233.7	118.3 257.8	121.9 348.6



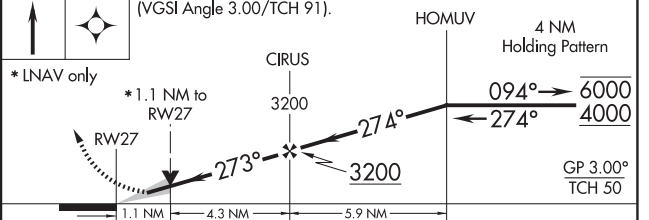
ELEV 1428 D TDZE 1421



TDZ/CL Rwy 9
REIL Rwys 3 and 21
HIRL Rwys 9-27
MIRL Rwys 3-21

3300 UDTEG VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 91).

* LNAV only



CATEGORY	A	B	C	D
LPV DA#	1621/24 200 (200-½)			
LNAV/VNAV DA	1871/45 450 (500-⅞)			
LNAV MDA	1860/24 439 (500-½)		1860/40 439 (500-¾)	
C CIRCLING	1880-1 452 (500-1)	1900-1 472 (500-1)	1940-1½ 512 (600-1½)	2400-3 972 (1000-3)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

DULUTH, MINNESOTA | AL-125 (FAA) | 24305

VOR/DME or TACAN RWY 21

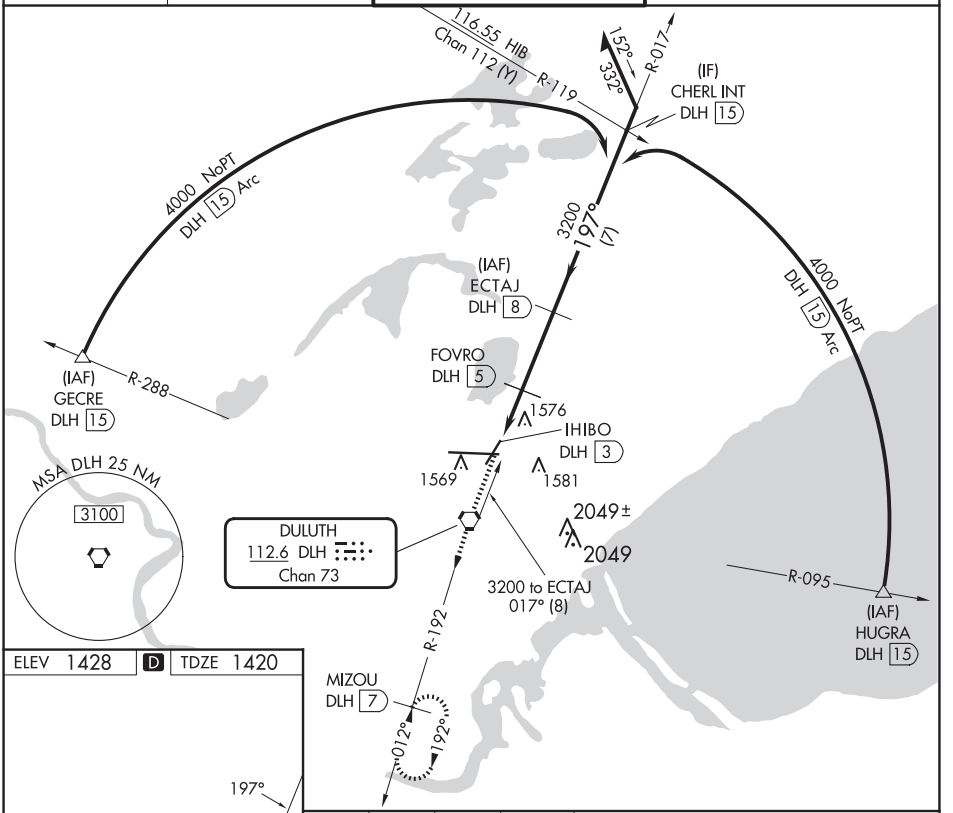
DULUTH INTL (DLH)

VORTAC DLH	APP CRS	Rwy Idg	5719
112.6	197°	TDZE	1420
Chan 73		Apt Elev	1428

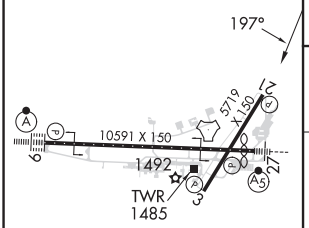
Circling NA for Cat E southeast of Rwy 3-27.
Visibility reduction by helicopters NA.
ASR Rwy 21 Straight-in and Circling minimums NA at night.

MISSED APPROACH: Climb to 3800 direct DLH VORTAC then on DLH VORTAC R-192 to MIZOU/DLH 7 DME and hold.

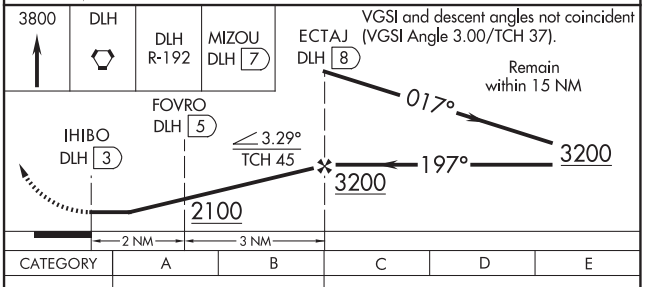
ATIS	DULUTH APP CON	DULUTH TOWER	GND CON
124.1 270.1	125.45 233.7	118.3 257.8	121.9 348.6



ELEV 1428 | D | TDZE 1420



TDZ/CL Rwy 9
REIL Rwys 3 and 21
HIRL Rwys 9-27
MIRL Rwys 3-21



CATEGORY	A	B	C	D	E
S-21	1860-1 440 (500-1)		1860-1⅜ 440 (500-1⅜)		
C CIRCLING	1880-1 452 (500-1)	1900-1 472 (500-1)	1940-1½ 512 (600-1½)	2400-3 972 (1000-3)	

DULUTH, MINNESOTA
Amdt 15A 30APR15

46°51'N-92°12'W

DULUTH INTL (DLH)

VOR/DME or TACAN RWY 21

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR or TACAN RWY 3

DULUTH INTL (DLH)

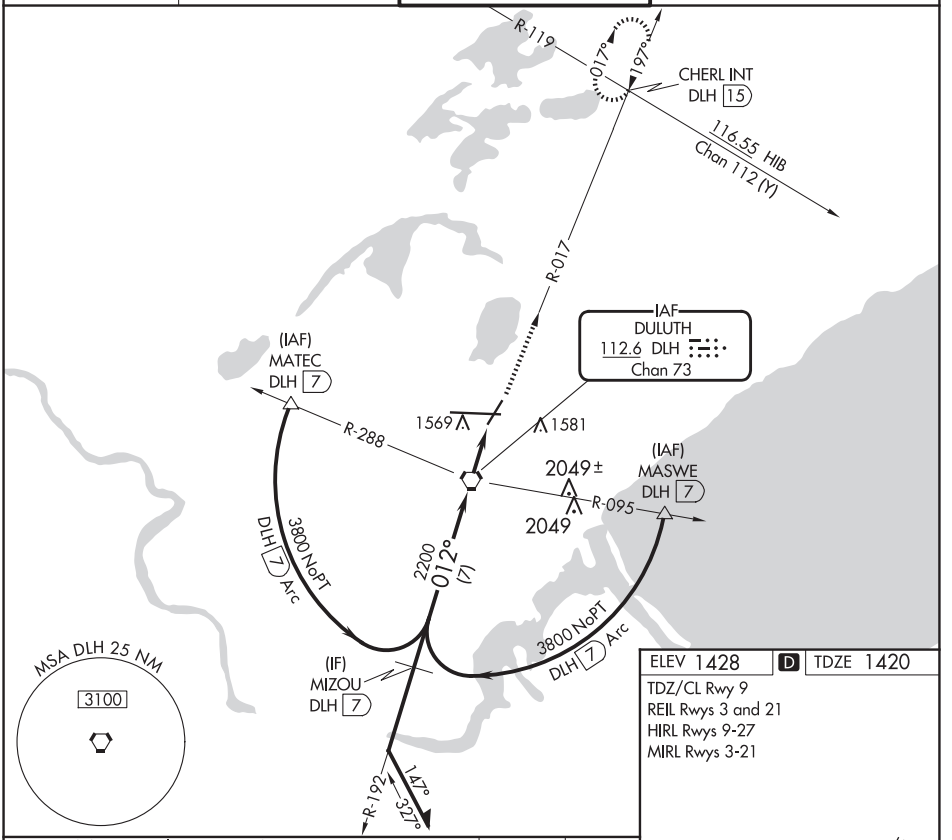
VORTAC DLH	APP CRS	Rwy Idg	5719
112.6	012°	TDZE	1420
Chan 73		Apt Elev	1428

ASR

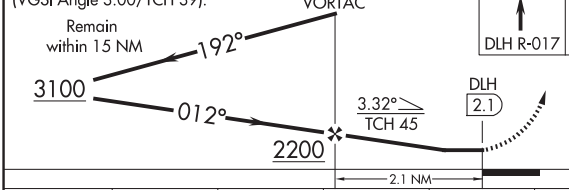
Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4500 on DLH VORTAC R-017 to CHERL INT/DLH 15 DME and hold.

ATIS	DULUTH APP CON	DULUTH TOWER	GND CON
124.1 270.1	125.45 233.7	118.3 257.8	121.9 348.6



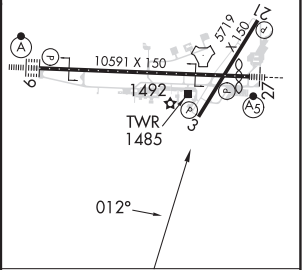
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 39).



CATEGORY	A	B	C	D	E
S-3	1820-1 400 (400-1)		1820-1⅛ 400 (400-1⅛)		
C CIRCLING	1880-1 452 (500-1)	1900-1 472 (500-1)	1940-1½ 512 (600-1½)	NA	

ELEV 1428 D TDZE 1420

TDZ/CL Rwy 9
REIL Rwys 3 and 21
HIRL Rwys 9-27
MIRL Rwys 3-21



FAF to MAP 2.1 NM

Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

DULUTH, MINNESOTA | AL-125 (FAA) | 25107

TACAN Y RWY 9

DULUTH INTL (DLH)

TACAN	APP CRS	Rwy Idg	10062
Chan 11 (135.4)	087°	TDZE	1428
		Apt Elev	1428

RADAR required for procedure entry.

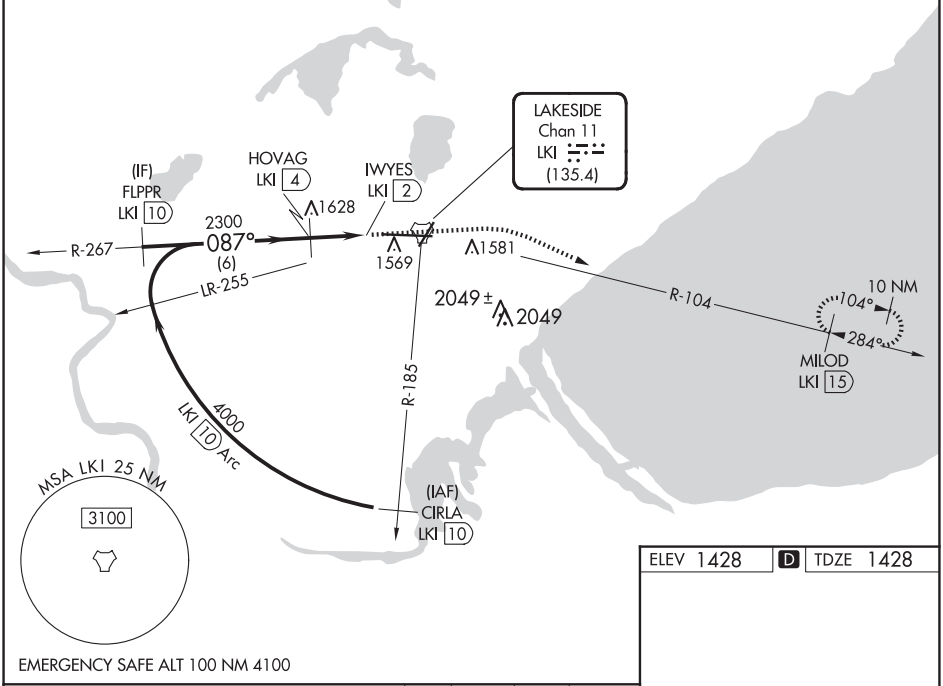
T A * For inop ALS, increase S-9 Cat E visibility to 1⅜ SM.
Circling NA for Cats D and E southeast of Rwys 3 and 27.

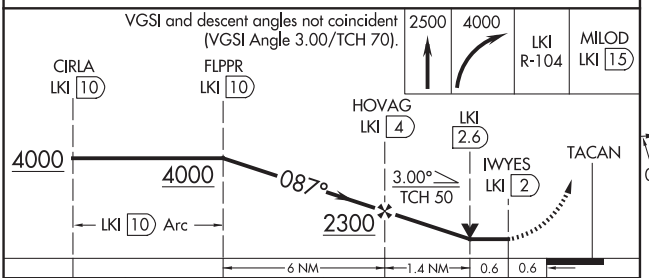
ALSF-2

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 on LKI TACAN R-104 to MILOD/15 DME and hold.

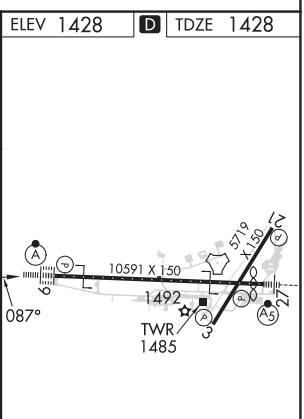
ATIS	DULUTH APP CON	DULUTH TOWER	GND CON
124.1 270.1	125.45 233.7	118.3 257.8	121.9 348.6

CAUTION: Do not select channel 73 "DLH" for channel 11 "LKI".
Towers 2049' on R-099 channel 73 "DLH".





CATEGORY	A	B	C	D	E
S-9 *	1880/24 452 (500-½)		1880/45 452 (500-⅞)		
C CIRCLING #	1920-1 492 (500-1)		1940-1½ 512 (600-1½)	2020-2 592 (600-2)	2060-2¼ 632 (700-2¼)



TDZ/CL Rwy 9
REIL Rwys 3 and 21
HIRL Rwys 9-27
MIRL Rwys 3-21

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ATIS
124.1 270.1
DULUTH TOWER
118.3 257.8
GND CON
121.9 348.6
FIELD ELEV 1428
093.4°
H BAK-12B
JANUARY 2025
ANNUAL RATE OF CHANGE
0.0° W
VAR 1.1° W
10591 X 150
MIDFIELD RAMP
PRODUCTION RAMP
1570
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.
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
ELEV 1416
RESTRICTED ACCESS (148th ANG)
ANG BASE OPS
HANGARS
ELEV 1419
BLAST PAD 220 X 400
TERMINAL
U.S. CUSTOMS (AIRLINES)
212.7°
57/19 X 150
273.4°
LAHSO
032.6°
ELEV 1414
BRAVO RAMP
HANGAR
FIRE STATION
NORTH BUSINESS DEVELOPMENT RAMP
SRE RAMP
FBO RAMP
FBO CUSTOMS (GA)
TWR
TOWER RAMP
CARGO RAMP
46°51'N
46°50'N
92°13'W
92°12'W
92°11'W

DULUTH, MINNESOTA

AL-6760 (FAA)

22363

RNAV (GPS) RWY 32

SKY HARBOR (DYT)

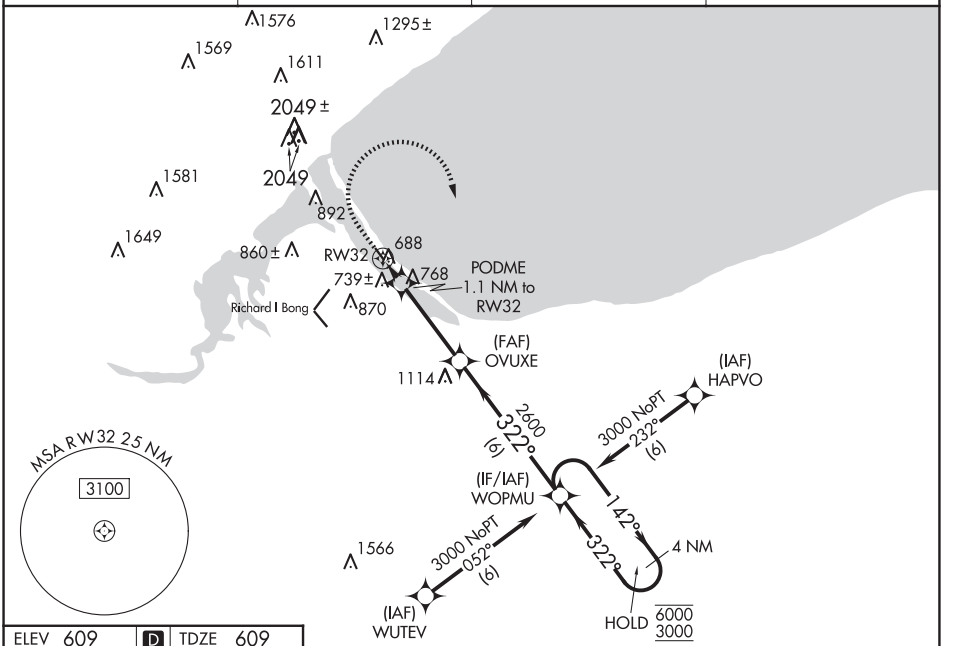
APP CRS	Rwy Idg	2600
322°	TDZE	609
	Apt Elev	609

RNP APCH - GPS.

Rwy 32 helicopter visibility reduction below 1 SM NA. Circling NA to waterways 13W, 31W, 9W, 27W.

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct WOPMU and hold.

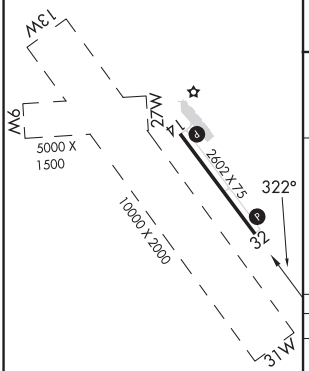
AWOS-3	DULUTH APP CON	CLNC DEL	UNICOM
119.275	125.45 233.7	124.8	122.7 (CTAF) L

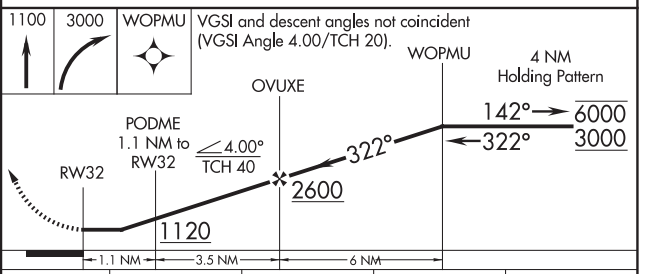


ELEV 609 | D | TDZE 609

REIL Rwys 14 and 32 L

MIRL Rwy 14-32 L





CATEGORY	A	B	C	D
LNAV MDA	1000-1 391 (400-1)		NA	
CIRCLING	1100-1 491 (500-1)	1180-1 571 (600-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	4200
306°	TDZE	2448
	Apt Elev	2448

RNAV (GPS) RWY 31
CHEYENNE EAGLE BUTTE (84D)

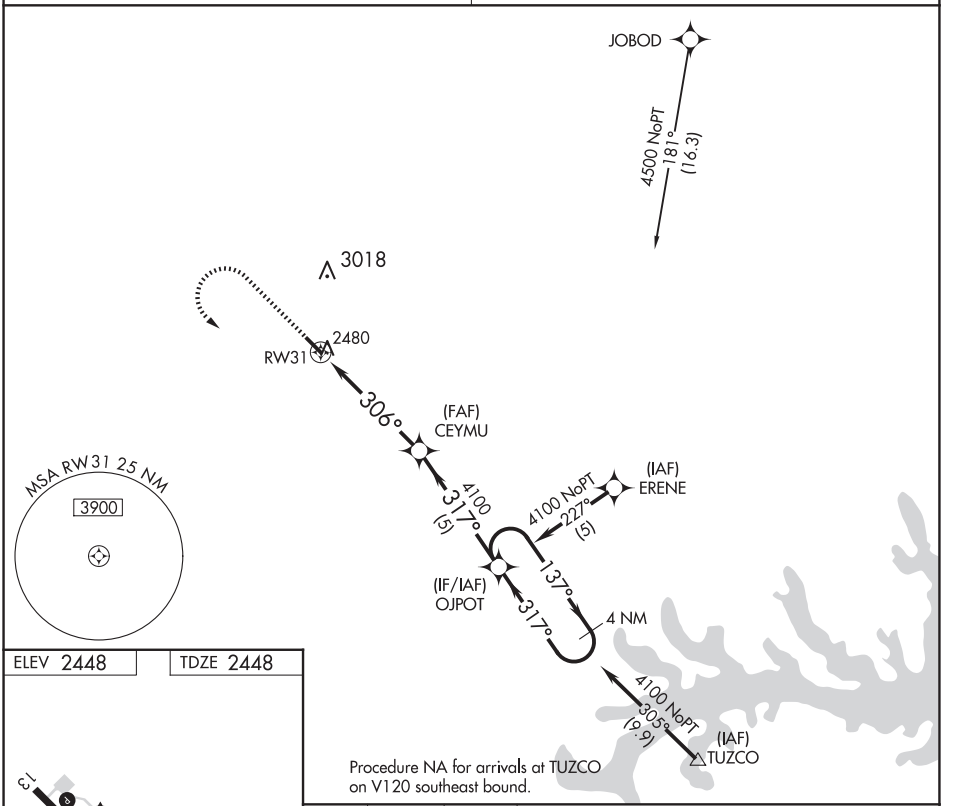
RNP APCH - GPS.

T A NA — Use Pierre altimeter setting.

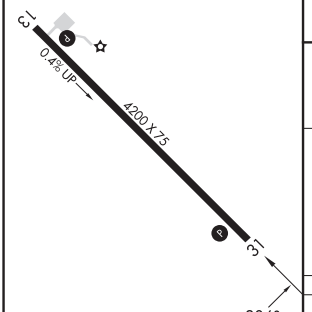
MISSED APPROACH: Climb to 4100 then turn left direct OJPOT WP and hold.

MINNEAPOLIS CENTER
135.25 256.7

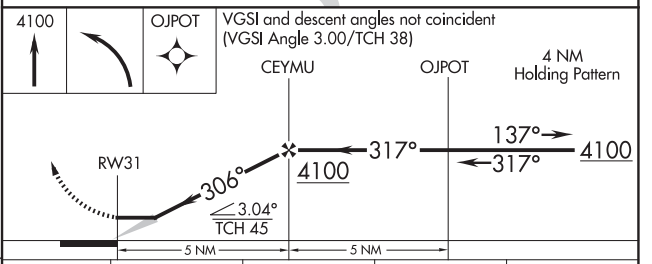
AUNICOM
122.8 (CTAF) L



ELEV 2448 | TDZE 2448



MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	3020-1 572 (600-1)		NA	
CIRCLING	3240-1 792 (800-1)	3240-1¼ 792 (800-1¼)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

EDGELEY, NORTH DAKOTA | AL-10637 (FAA) | 25219

WAAS	APP CRS	Rwy Ldg	3600
CH 86636	144°	TDZE	1601
W14A		Apt Elev	1604

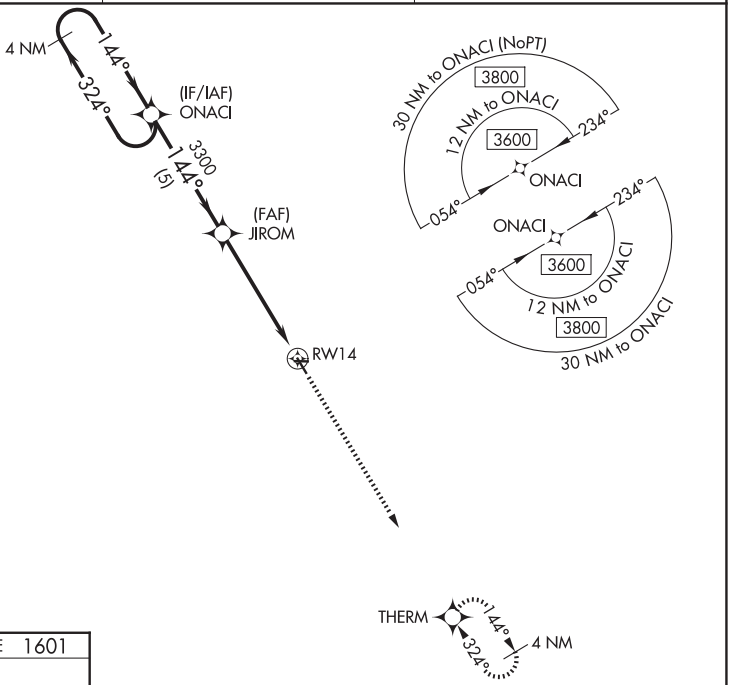
RNAV (GPS) RWY 14

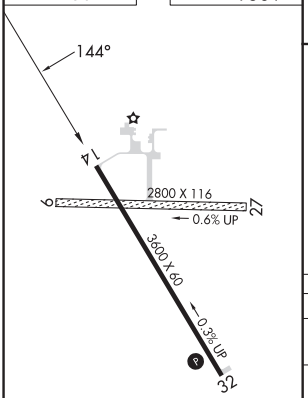
EDGELEY MUNI (51D)

T 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 Cats visibility ⅛ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA to Rwys 9 and 27.

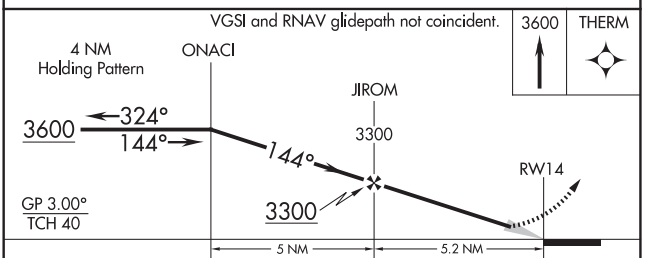
MISSED APPROACH: Climb to 3600 direct THERM and hold.

JMS ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	122.8 (CTAF) L





MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	1946-1⅛	345 (400-1⅛)	NA	
LNAV/VNAV DA	1946-1⅛	345 (400-1⅛)	NA	
LNAV MDA	2200-1	599 (600-1)	NA	
CIRCLING	2200-1	596 (600-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	3600
CH 45936	324°	TDZE	1600
W32A		Apt Elev	1604

RNAV (GPS) RWY 32

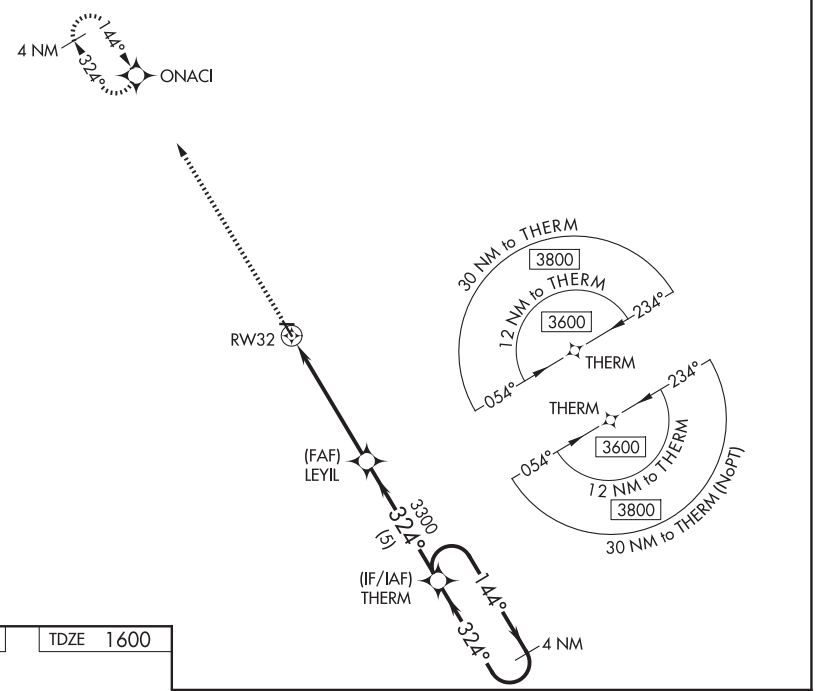
EDGELEY MUNI (51D)

T
A NA

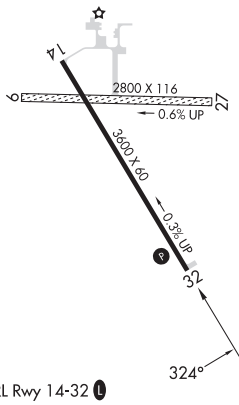
Baro-VNAV NA. Use Jamestown altimeter setting; when not received, use Oakes altimeter setting and increase all DA 10 feet and all MDA 20 feet; increase LNAV/VNAV all Cats visibility ⅛ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA to Rwys 9 and 27.

MISSED APPROACH: Climb to 3600 direct ONACI and hold.

JMS ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	122.8 (CTAF) L



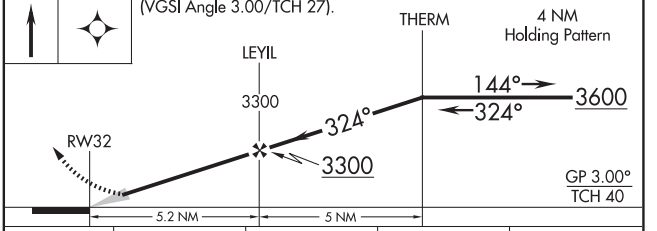
ELEV 1604 TDZE 1600



MIRL Rwy 14-32 L

3600 ONACI

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).



CATEGORY	A	B	C	D
LPV DA	1895-1 295 (300-1)		NA	
LNAV/VNAV DA	1945-1⅛ 345 (400-1⅛)		NA	
LNAV MDA	2140-1 540 (600-1)		NA	
CIRCLING	2140-1 536 (600-1)	2160-1 556 (600-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 14

ELBOW LAKE MUNI/PRIDE OF THE PRAIRIE (Y63)

WAAS	APP CRS	Rwy Idg	3401
CH 49231	138°	TDZE	1206
W14A		Apt Elev	1206

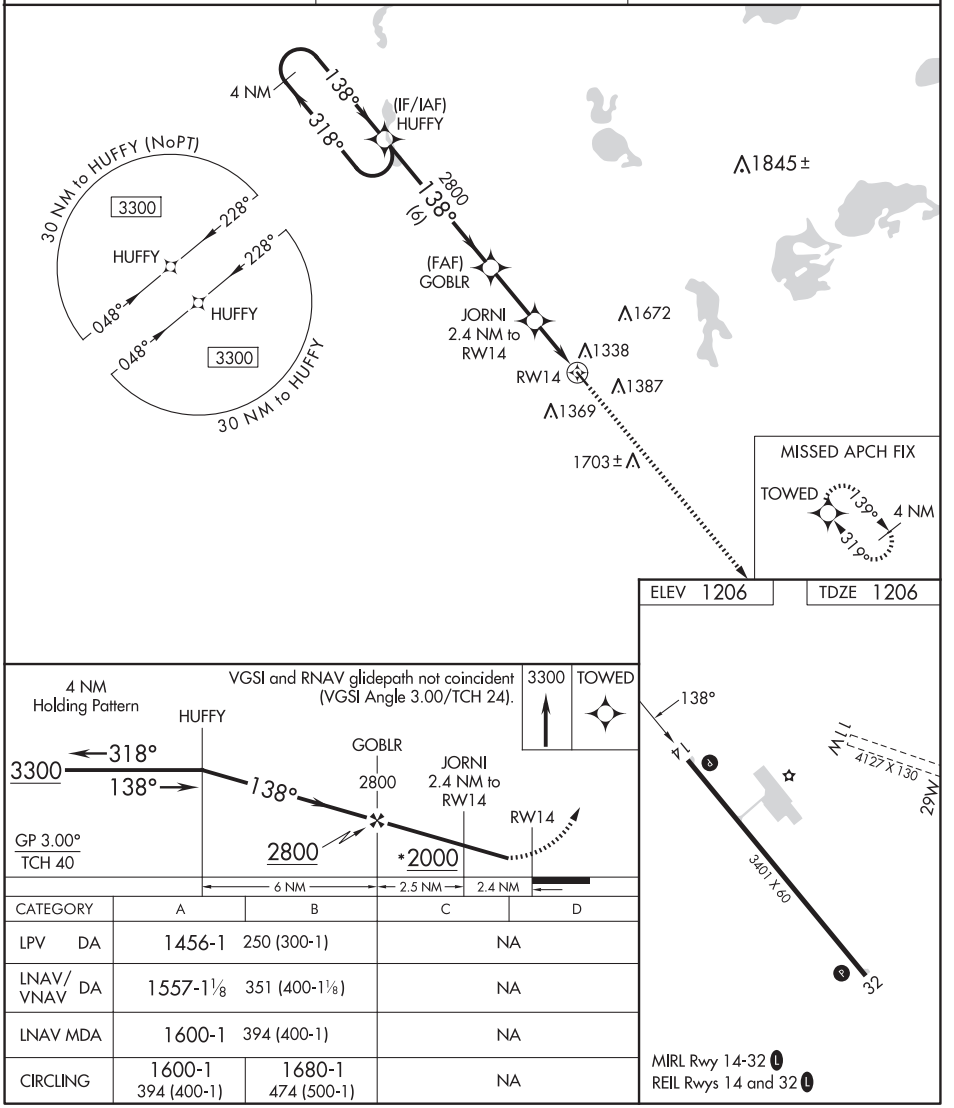
RNP APCH-GPS.

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 Rwys 11W and 29W.

NA

MISSED APPROACH: Climb to 3300 direct TOWED and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.075	126.1 269.2	122.9 (L)



CATEGORY	A	B	C	D
LPV DA	1456-1	250 (300-1)	NA	
LNAV/VNAV DA	1557-1⅛	351 (400-1⅛)	NA	
LNAV MDA	1600-1	394 (400-1)	NA	
CIRCLING	1600-1 394 (400-1)	1680-1 474 (500-1)	NA	

MIRL Rwy 14-32 (L)
REIL Rwys 14 and 32 (L)

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	3401
CH 53731	319°	TDZE	1206
W32A		Apt Elev	1206

RNAV (GPS) RWY 32

ELBOW LAKE MUNI/PRIDE OF THE PRAIRIE (Y63)

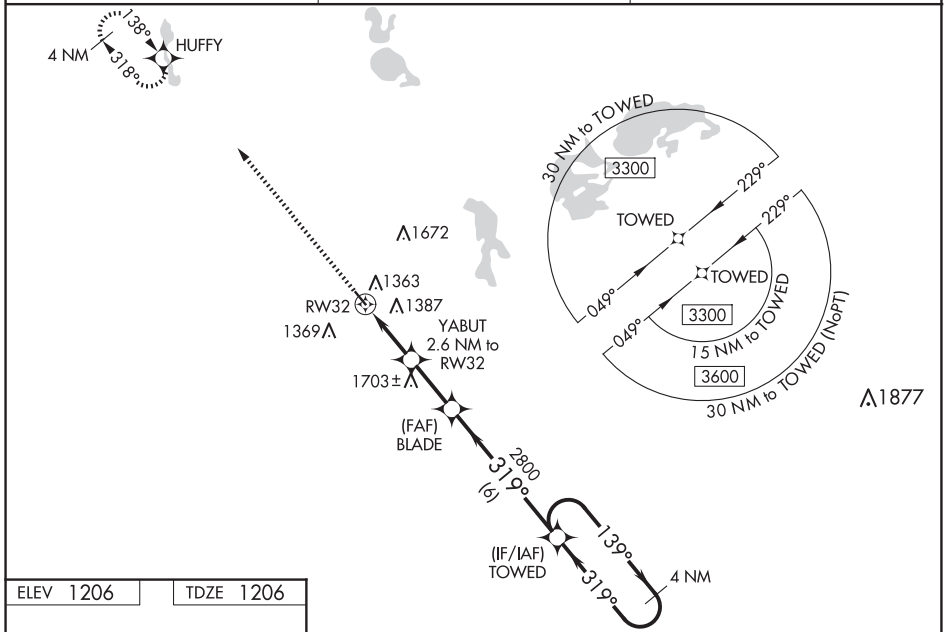
RNP APCH-GPS.

NA

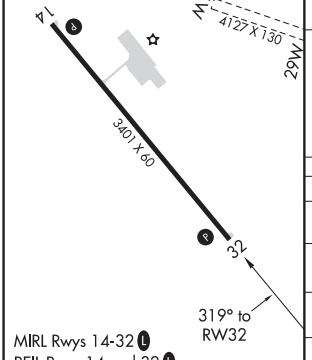
Baro-VNAV NA when using Fergus Falls altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA northeast of Rwy 14-32. Procedure NA at night. When local altimeter setting not received, use Fergus Falls altimeter setting: increase LPV DA to 1504 feet; increase LNAV/VNAV DA to 1643 feet and visibility all Cats ⅛ mile; increase all MDAs 60 feet. Circling NA to Rwys 11W and 29W.

MISSED APPROACH: Climb to 3300 direct HUFFY and hold.

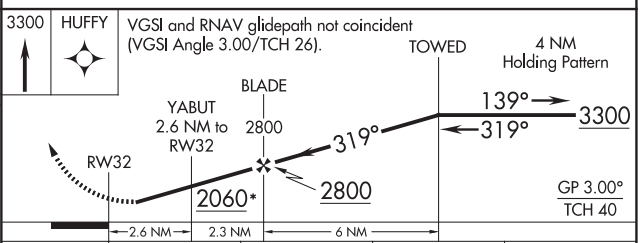
AWOS-3	MINNEAPOLIS CENTER	CTAF
118.075	126.1 269.2	122.9 (L)



ELEV 1206 TDZE 1206



MIRL Rwys 14-32 (L)
REIL Rwys 14 and 32 (L)



CATEGORY	A	B	C	D
LPV DA	1456-1	250 (300-1)	NA	
LNAV/VNAV DA	1595-1⅜	389 (400-1⅜)	NA	
LNAV MDA	1580-1	374 (400-1)	NA	
CIRCLING	1600-1 394 (400-1)	1680-1 474 (500-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

ELLENDALE MUNI (4E7)

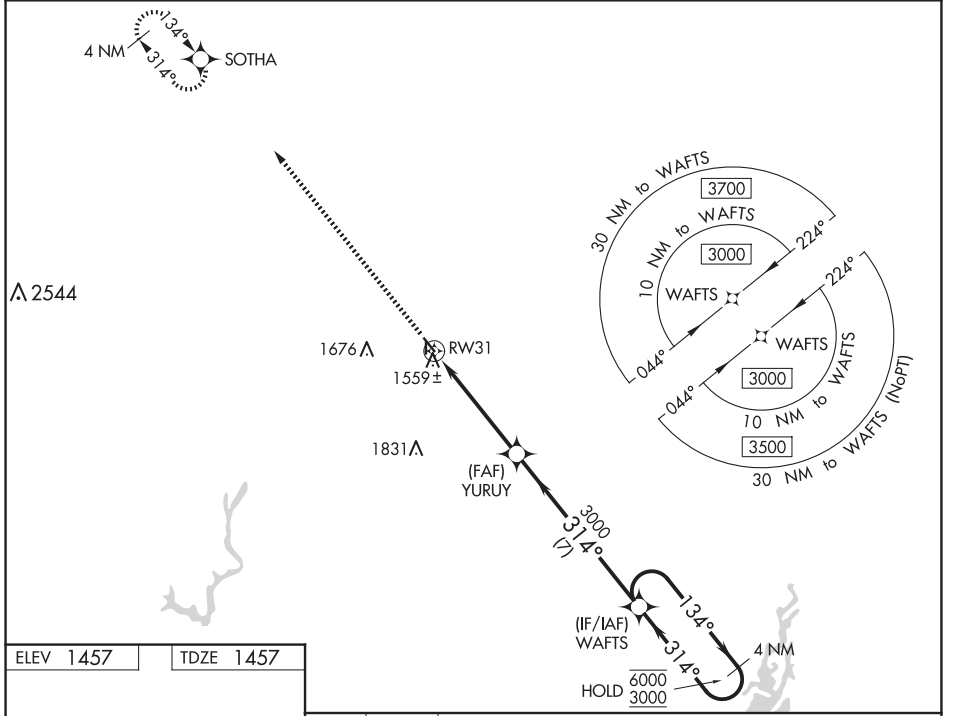
WAAS	APP CRS	Rwy Idg	3499
CH 50341	314°	TDZE	1457
W31A		Apt Elev	1457

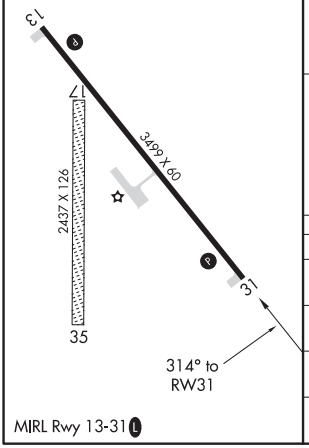
RNP APCH.

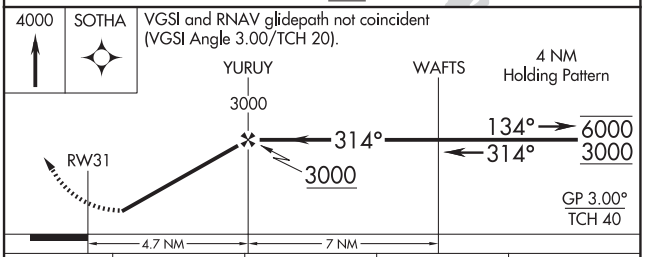
Circling NA to Rwys 17 and 35. Rwy 31 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Abredeen altimeter setting.

MISSED APPROACH: Climb to 4000 direct SOTHA and hold.

ABR ASOS	MINNEAPOLIS CENTER	CTAF
125.875	124.2 270.3	122.9 L







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)		1920-1⅜ 463 (500-1⅜)	NA
C CIRCLING	2060-1 603 (700-1)		2140-2 683 (700-2)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RAPID CITY, SOUTH DAKOTA

ILS or LOC Y RWY 13

[USAF]

ELLSWORTH AFB (KRCA)

LOC I-ELR	APCH CRS	Rwy ldg	13,497
111.5	130°	TDZE	3276
		Arpt Elev	3276

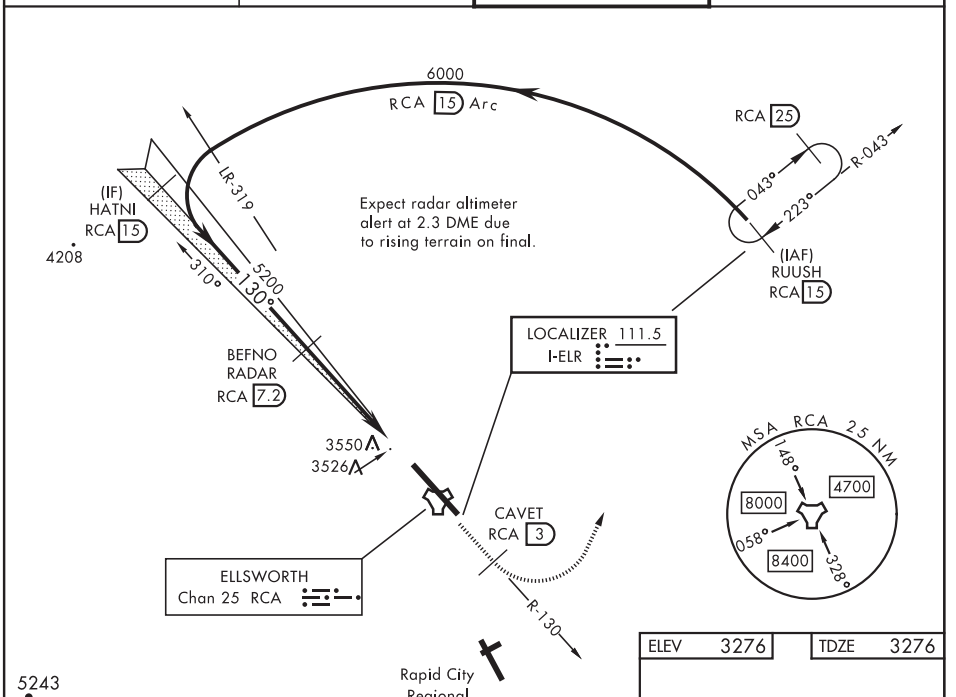
RADAR or DME required.

T * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
***CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.

ALSF-1

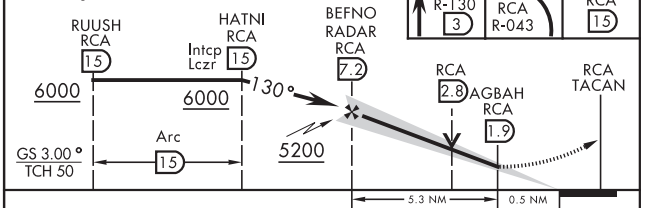
MISSED APPROACH: Track outbound RCA R-130 to 3 DME (CAVET), then turn left to join RCA R-043 to 15 DME (RUUSH) and hold. Maintain 6000.

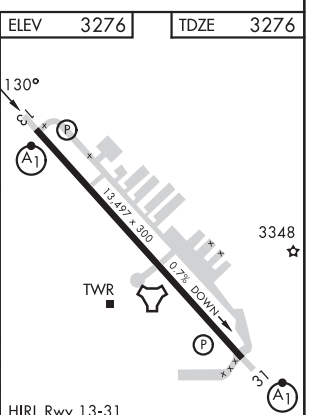
ATIS ★	APP CON	TOWER ★	GND CON
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8



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	3860-1 584 (600-1)	3880-1 604 (700-1)	3880-1¾ 604 (700-1¾)	3980-2¼ 704 (800-2¼)	4040-2¾ 764 (800-2¾)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

RAPID CITY, SOUTH DAKOTA 44°09'N-103°06'W ELLSWORTH AFB (KRCA)

Amdt 1 15SEP16

ILS or LOC Y RWY 13

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RAPID CITY, SOUTH DAKOTA

ILS or LOC Y RWY 31

LOC I-RCA	APCH CRS	Rwy ldg	TDZE	Arpt Elev
110.3	310°	13,497	3192	3276

[USAF]

ELLSWORTH AFB (KRCA)

RADAR or DME required.

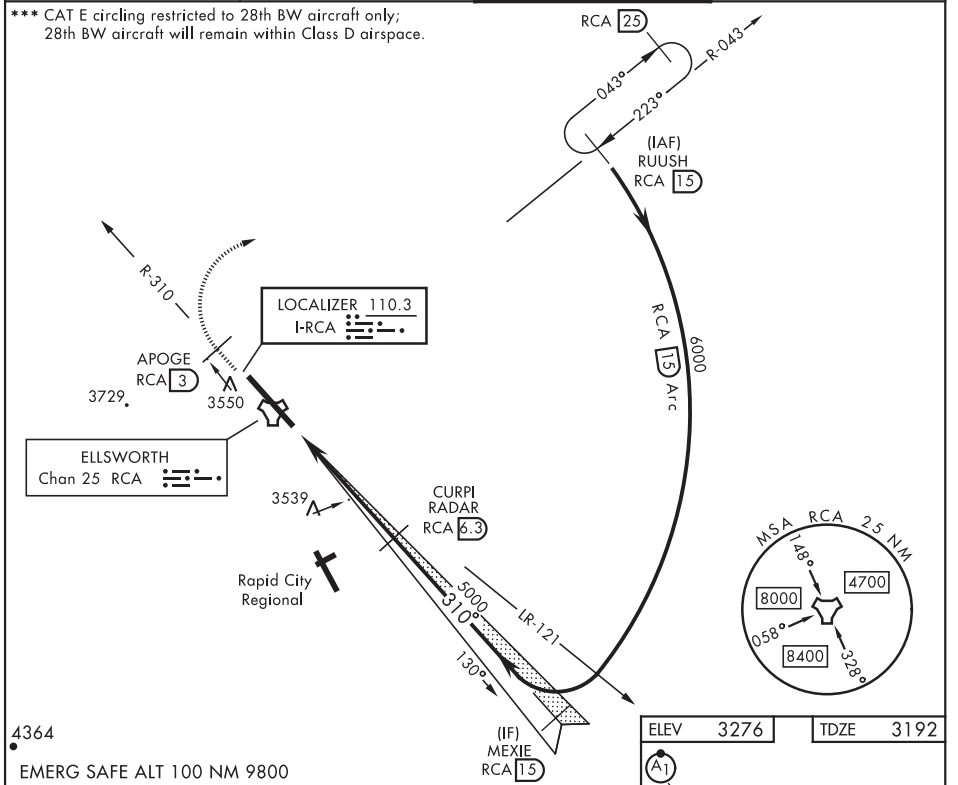
T * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Track outbound RCA R-310 to 3 DME (APOGE), then turn right to join RCA R-043 outbound to RCA 15 DME (RUUSH) and hold. Maintain 6000.

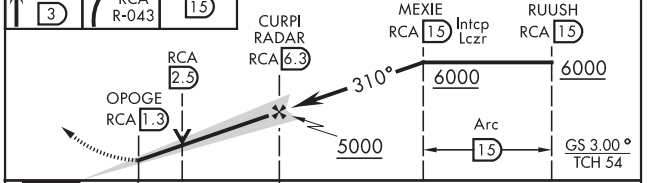
ATIS★	APP CON	TOWER★	GND CON
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8

*** CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.

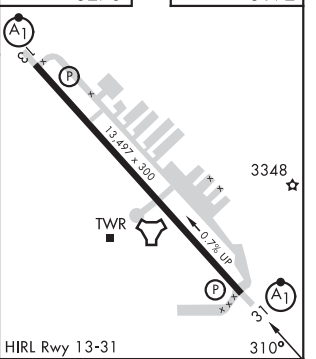


APOGE RCA R-310 3	6000 RCA R-043	RUUSH RCA 15

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).



ELEV 3276 TDZE 3192



HIRL Rwy 13-31

CATEGORY	A	B	C	D	E
S-ILS 31*	3392/24		200	(200-½)	
S-LOC 31**	3800/24 608 (600-½)		3800-1⅜ 608 (600-1⅜)		
C 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)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RAPID CITY, SOUTH DAKOTA

TACAN Y RWY 13

TACAN RCA Chan 25	APCH CRS 136°	Rwy Idg 13,497 TDZE 3276 Arpt Elev 3276

[USAF]

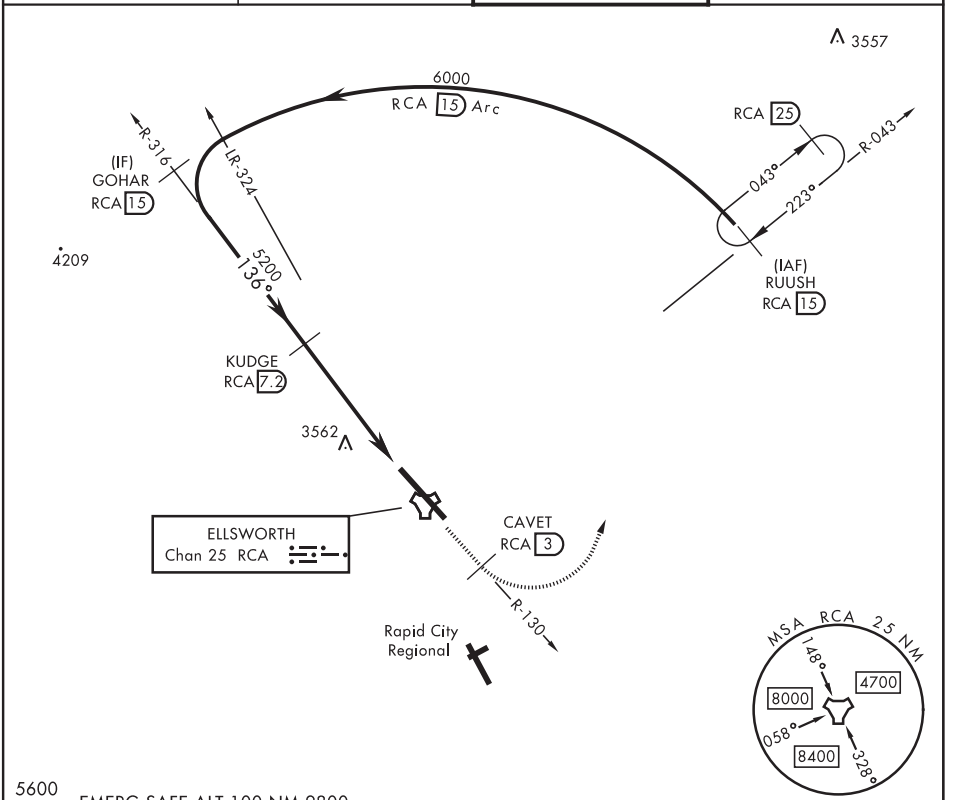
ELLSWORTH AFB (KRCA)

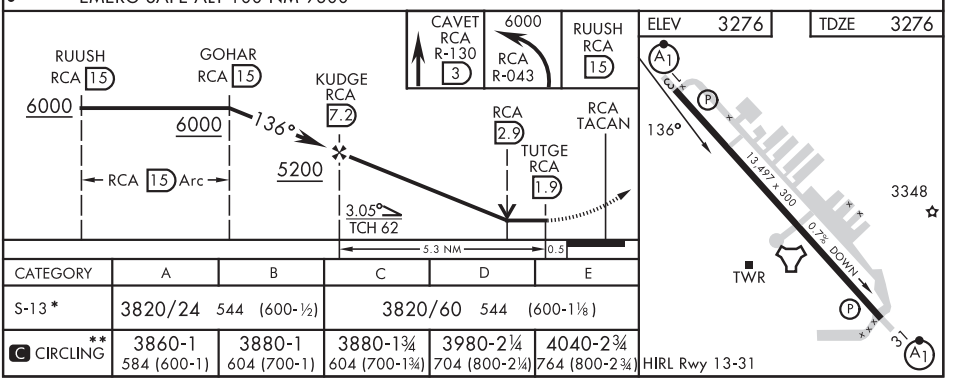
*When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅝ miles.
**CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.

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 ★	APP CON	TOWER ★	GND CON
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8





CATEGORY	A	B	C	D	E
S-13*	3820/24 544 (600-½)		3820/60 544 (600-1⅛)		
C 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)

HIRL Rwy 13-31

RAPID CITY, SOUTH DAKOTA 44°09'N-103°06'W ELLSWORTH AFB (KRCA)

Amdt 1 15SEP16

TACAN Y RWY 13

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RAPID CITY, SOUTH DAKOTA

TACAN Y RWY 31

TACAN RCA Chan 25	APCH CRS 302°	Rwy Idg 13,497 TDZE 3192 Arpt Elev 3276

[USAF]

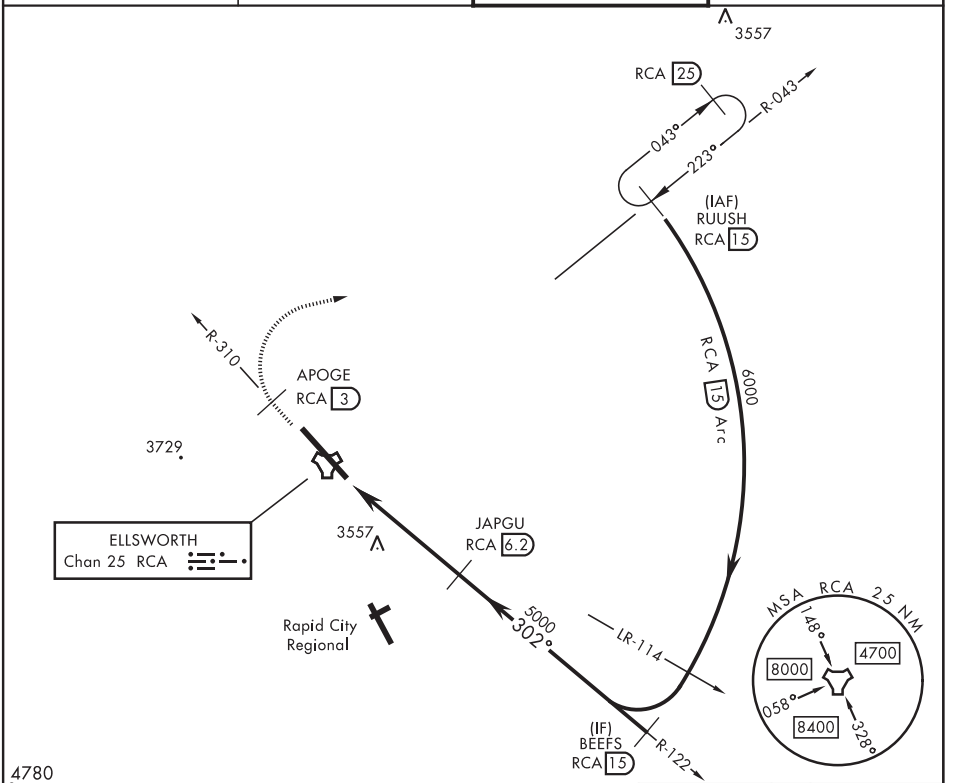
ELLSWORTH AFB (KRCA)

T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, increase CAT CDE vis to 1¾ mile.
** CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.

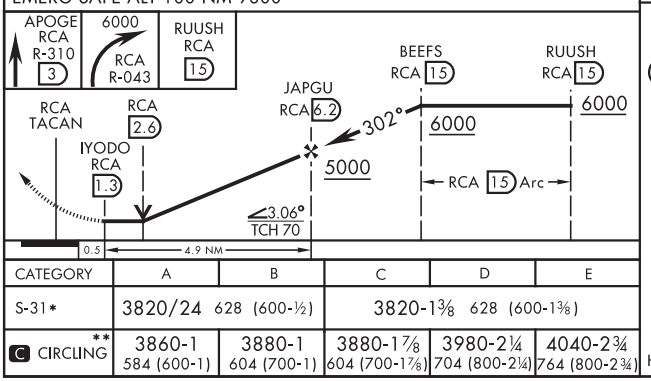
ALSF-1

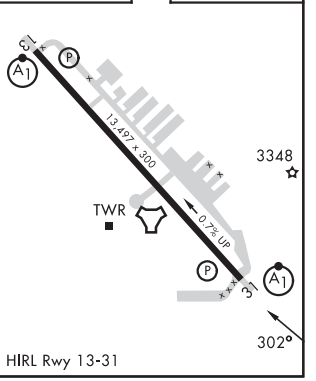
MISSED APPROACH: Track outbound RCA R-310 to 3 DME (APOGE), then turn right to join RCA R-043 to 15 DME (RUUSH) and hold. Maintain 6000.

ATIS ★	APP CON	TOWER ★	GND CON
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8



ELEV 3276 TDZE 3192





CATEGORY	A	B	C	D	E
S-31*	3820/24 628 (600-½)		3820-1⅜ 628 (600-1⅜)		
C ** CIRCLING	3860-1 584 (600-1)	3880-1 604 (700-1)	3880-1⅞ 604 (700-1⅞)	3980-2¼ 704 (800-2¼)	4040-2¾ 764 (800-2¾)

RAPID CITY, SOUTH DAKOTA 44°09'N-103°06'W ELLSWORTH AFB (KRCA)

Amdt 1 15SEP16

TACAN Y RWY 31

NC-1, 07 AUG 2025 to 02 OCT 2025

RAPID CITY, SOUTH DAKOTA

TACAN-A

VORTAC RAP 112.3 Chan 70	APCH CRS 146°	Rwy ldg N/A TDZE N/A Arpt Elev 3276

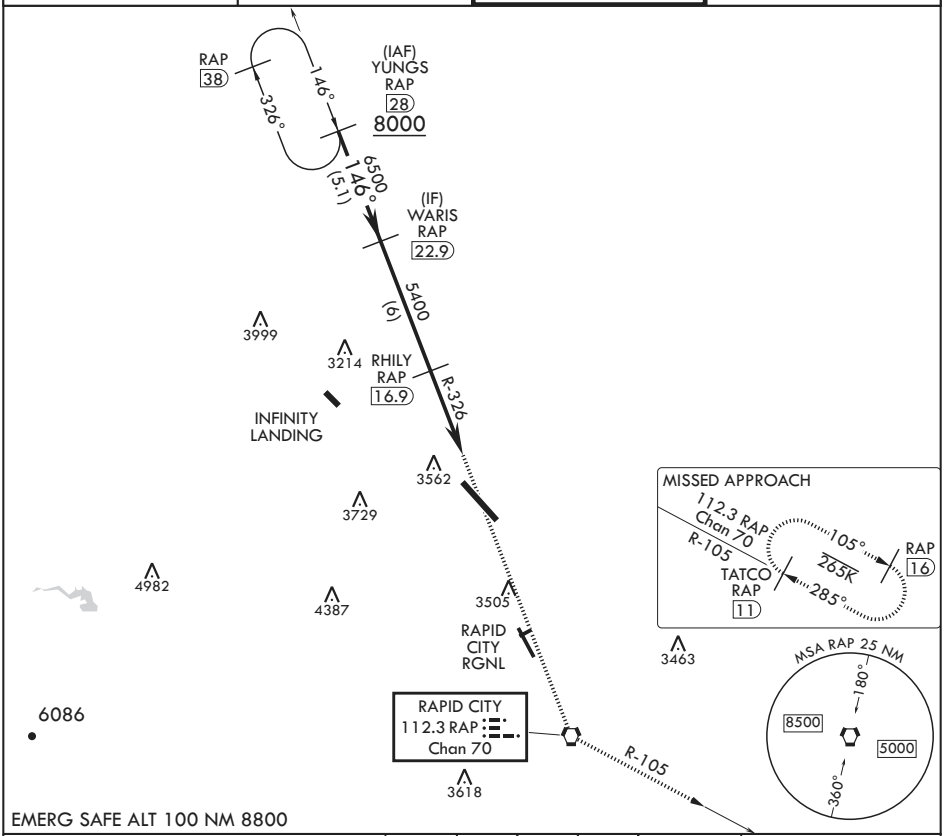
- (USAF)

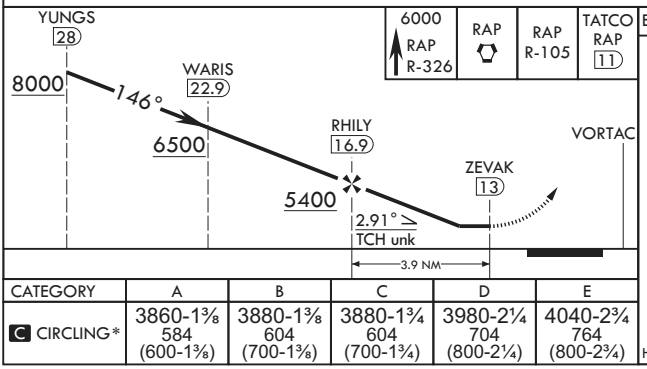
ELLSWORTH AFB (KRCA)

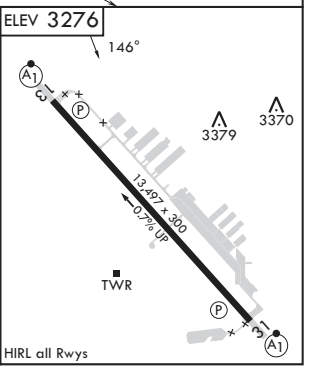
* CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.

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★	APP CON	TOWER★	GND CON
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8







CATEGORY	A	B	C	D	E
C CIRCLING*	3860-1⅜ 584 (600-1⅜)	3880-1⅜ 604 (700-1⅜)	3880-1¾ 604 (700-1¾)	3980-2¼ 704 (800-2¼)	4040-2¾ 764 (800-2¾)

RAPID CITY, SOUTH DAKOTA

44°09'N - 103°06'W

ELLSWORTH AFB (KRCA)

Amdt 2 22JUN17

TACAN-A

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

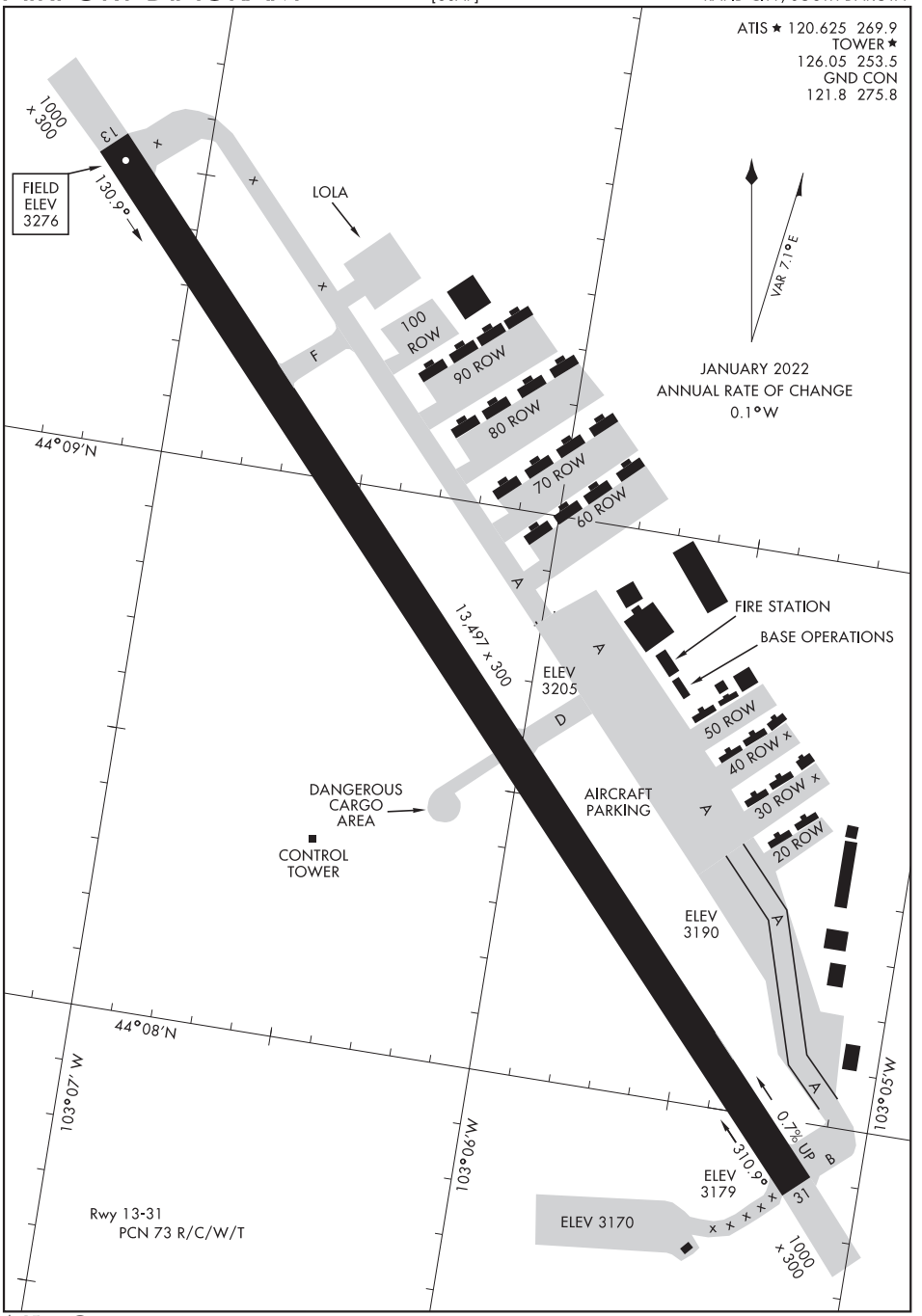
24137

AIRPORT DIAGRAM

ELLSWORTH AFB (KRCA)

[USAF]

RAPID CITY, SOUTH DAKOTA



AIRPORT DIAGRAM

RAPID CITY, SOUTH DAKOTA

ELLSWORTH AFB (KRCA)

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

ELLSWORTH AFB (KRCA)

ELLSWORTH-THREE DEPARTURE (RCA3•RCA)

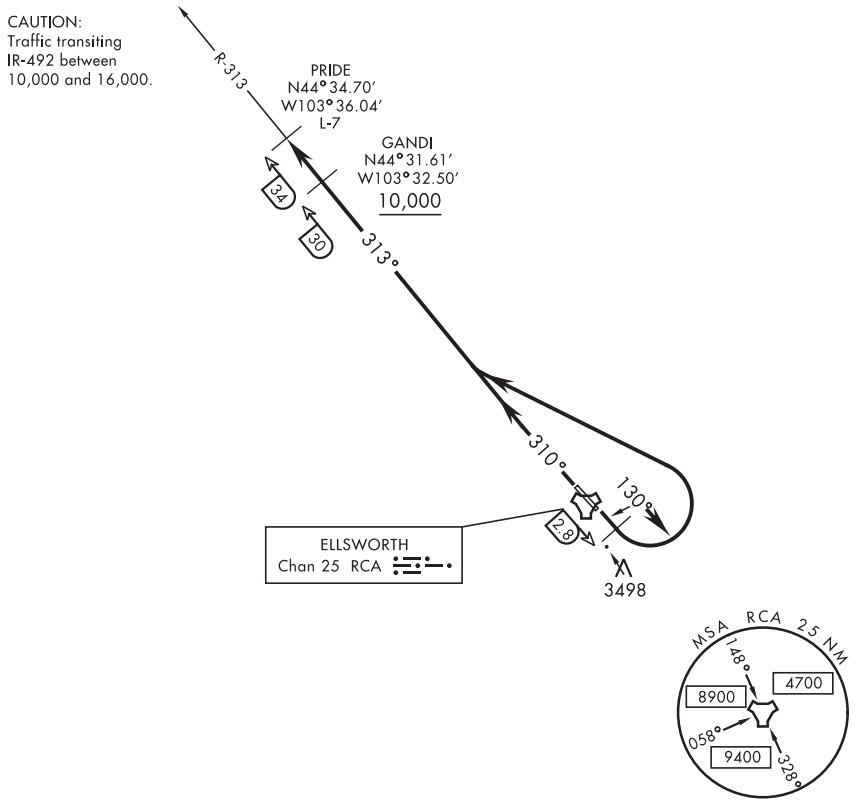
RAPID CITY, SOUTH DAKOTA

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



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.

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ELY, MINNESOTA AL-5974 (FAA) 21224

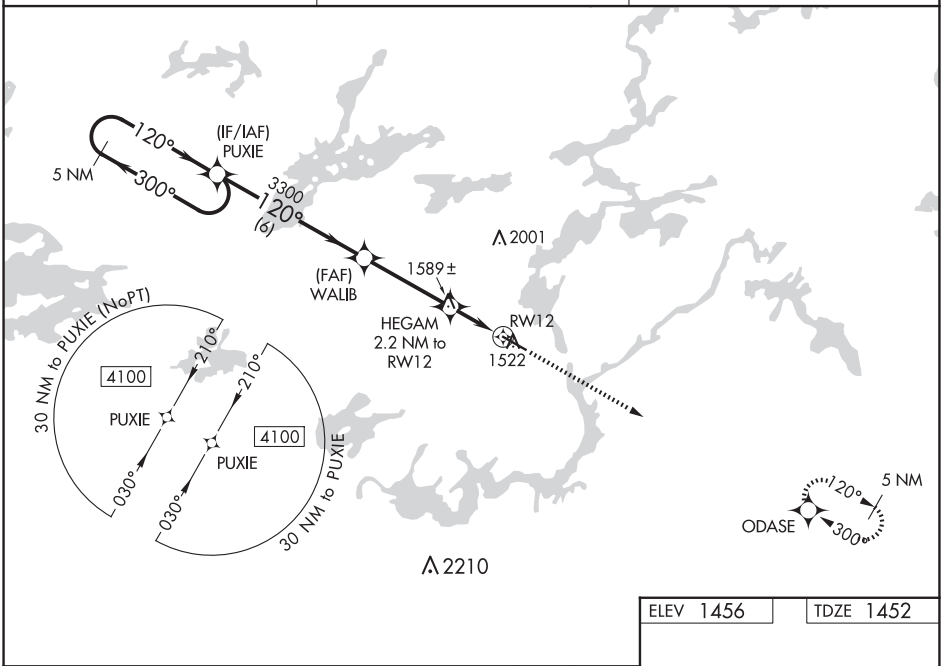
WAAS	APP CRS	Rwy Idg	5596
CH 86827	120°	TDZE	1452
W12A		Apt Elev	1456

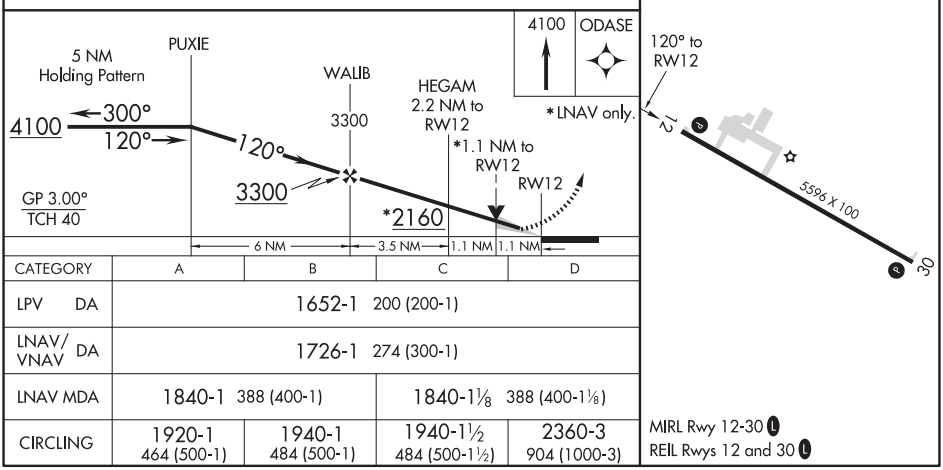
RNAV (GPS) RWY 12
ELY MUNI (ELO)

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 ⅜ mile all Cats, and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4100 direct ODASE and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
132.025	127.9 281.45	122.8 (CTAF) L





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)		1840-1⅛ 388 (400-1⅛)	
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 L
REIL Rwys 12 and 30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 30

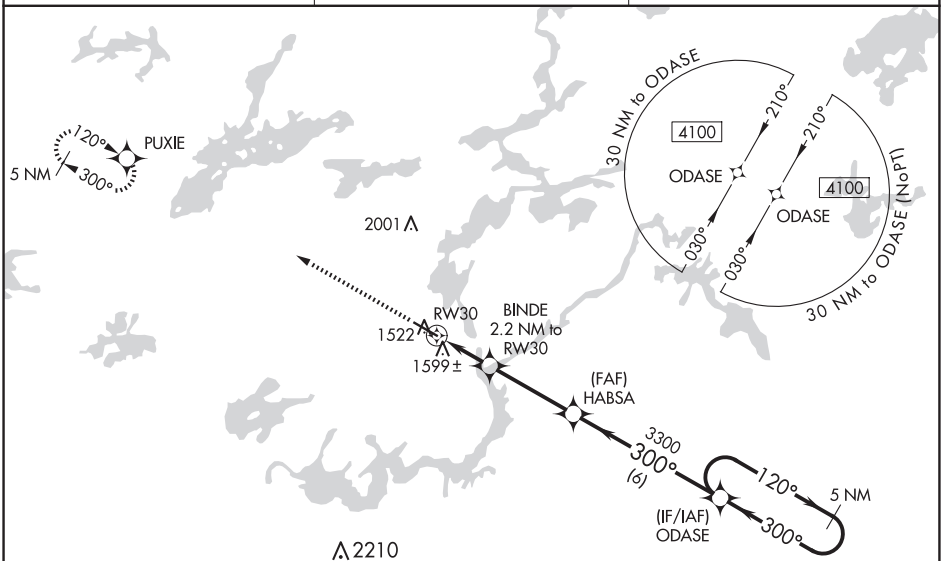
ELY MUNI (ELO)

WAAS CH 93627 W30A	APP CRS 300°	Rwy Idg 5596 TDZE 1456 Apt Elev 1456

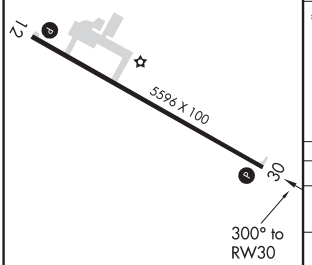
Baro-VNAV NA when using Cook altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 34°C (93°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Cook altimeter setting and increase all DA/MDA 100 feet; increase LPV visibility ⅛ mile all Cats, LNAV/VNAV visibility ⅜ mile all Cats, and LNAV Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 4100 direct PUXIE and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
132.025	127.9 281.45	122.8 (CTAF) L



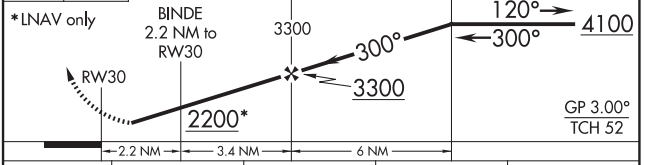
ELEV 1456 TDZE 1456



MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

4100 PUXIE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).



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)		1860-1⅛ 404 (500-1⅛)	
CIRCLING	1920-1 464 (500-1)	1940-1 484 (500-1)	1940-1½ 484 (500-1½)	2360-3 904 (1000-3)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

EVELETH, MINNESOTA AL-5236 (FAA) 22307

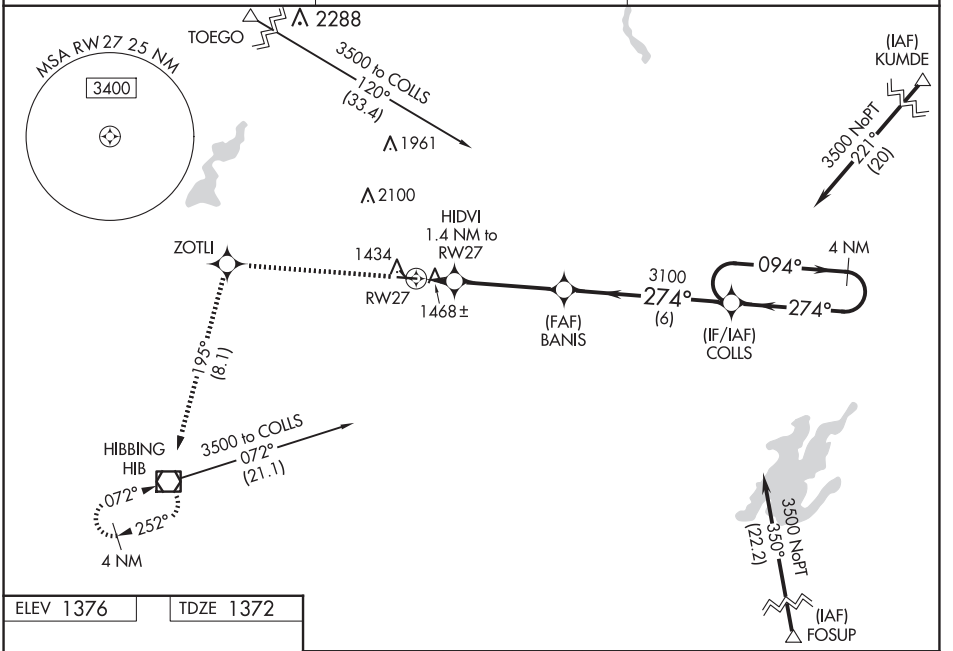
WAAS CH 57931 W27A	APP CRS 274°	Rwy Idg 4000 TDZE 1372 Apt Elev 1376

RNAV (GPS) RWY 27
EVELETH/VIRGINIA MUNI (EVM)

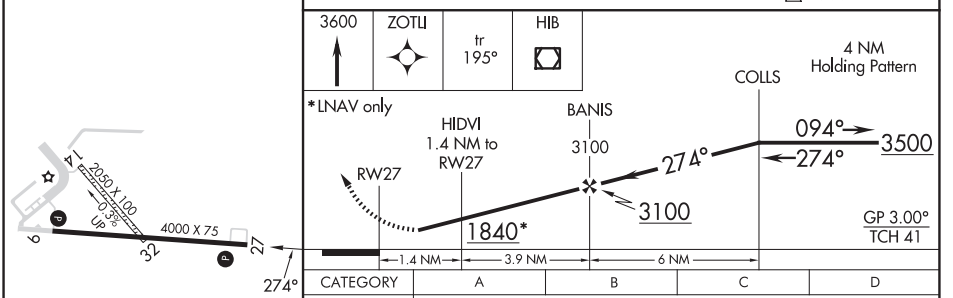
Baro-VNAV NA when using Hibbing altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling to Rwys 14 and 32 NA. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Hibbing 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 ⅛ SM.

MISSED APPROACH: Climb to 3600 direct ZOTLI and on track 195° to HIB VOR/DME and hold.

AWOS-3	DULUTH APP CON	UNICOM
118.825	125.45 233.7	122.7 (CTAF) L



ELEV 1376 TDZE 1372



CATEGORY	A	B	C	D
LPV DA	1634-1⅛ 262 (300-1⅛)			
LNAV/VNAV DA	1651-1 279 (300-1)			
LNAV MDA	1720-1 348 (400-1)			
CIRCLING	1880-1 504 (600-1)	1940-1 564 (600-1)	2260-2¾ 884 (900-2¾)	2460-3 1084 (1100-3)

MIRL Rwys 9-27 and 14-32 L
REIL Rwy 27 L

EVELETH, MINNESOTA
Orig-C 09SEP21

47°25'N-92°30'W

EVELETH/VIRGINIA MUNI (EVM)
RNAV (GPS) RWY 27

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME HIB	APP CRS	Rwy Idg	N/A
116.55	047°	TDZE	N/A
Chan 112 (Y)		Apt Elev	1376

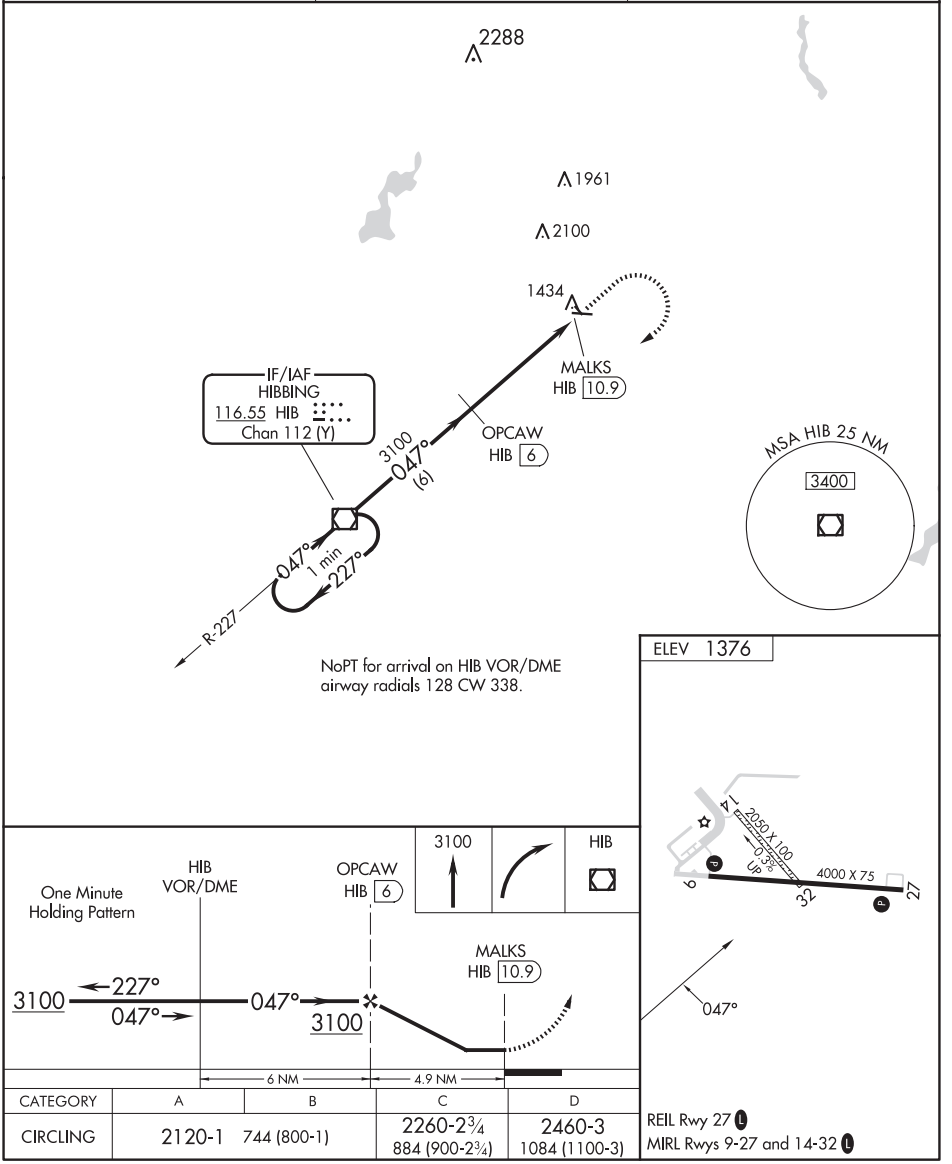
VOR-A

EVELETH/VIRGINIA MUNI (EVM)

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	DULUTH APP CON	UNICOM
118.825	125.45 233.7	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2120-1	744 (800-1)	2260-2¾ 884 (900-2¾)	2460-3 1084 (1100-3)

REIL Rwy 27 L
MIRL Rwys 9-27 and 14-32 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 31

FAIRMONT MUNI (FRM)

LOC I-FQJ	APP CRS	Rwy Idg	5505
111.1	310°	TDZE	1162
		Apt Elev	1162

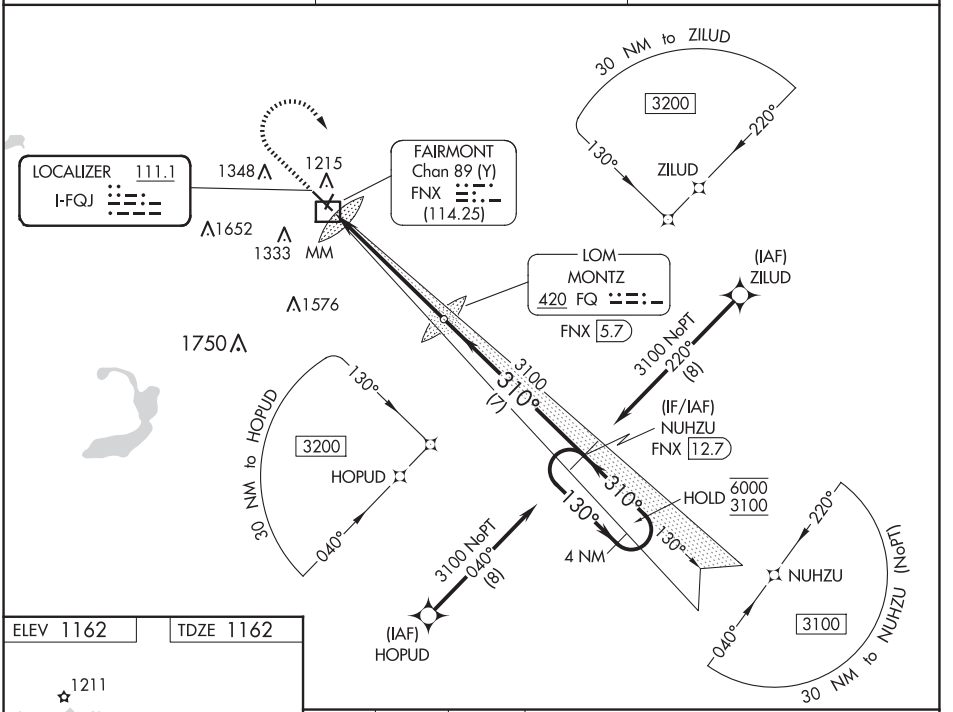
RNP APCH-GPS. ADF or DME required, LOC only.

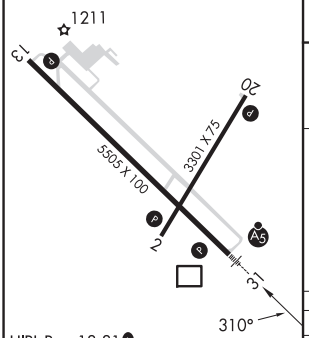
T A NA — For inop ALS, increase S-ILS-31 all Cats visibility to ⅞ SM and S-LOC 31 Cats C/D visibility to 1⅜ SM. DME from FNX DME. DME use requires simultaneous reception of I-FQJ and FNX DME. Autopilot coupled approach NA below 1480 MSL.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 3100 direct NUHZU and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
120.025	127.75 257.7	122.8 (CTAF) L

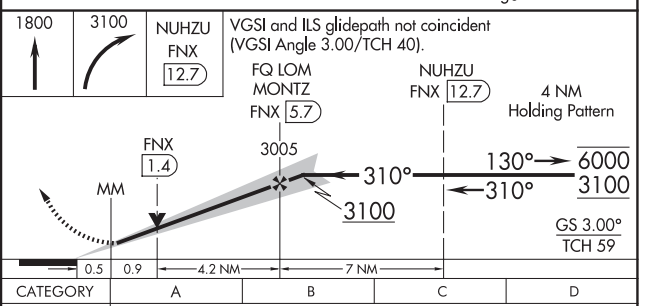




HIRL Rwy 13-31 L
MIRL Rwy 2-20 L
REIL Rwys 2, 13 and 20 L

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



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)	
C CIRCLING	1660-1 498 (500-1)		1980-2½ 818 (900-2½)	1980-2¾ 818 (900-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5505
CH **45812**	**130°**	TDZE	**1162**
W13A		Apt Elev	**1162**

RNAV (GPS) RWY 13

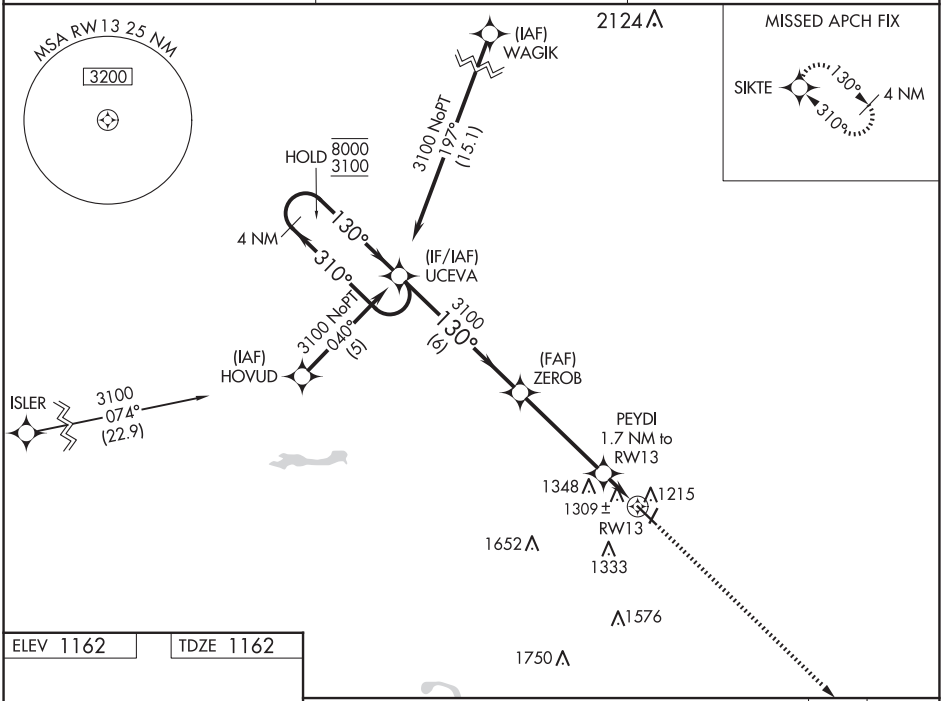
FAIRMONT MUNI (FRM)

RNP APCH-GPS.

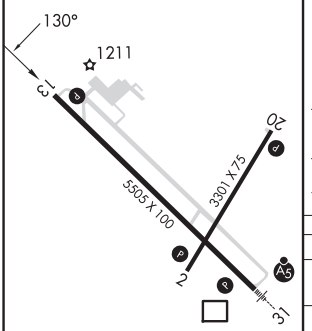
T A For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. Rwy 13 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 direct SIKTE and hold.

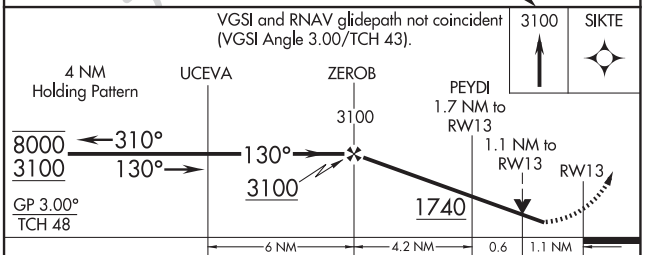
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
120.025	**127.75 257.7**	**122.8** (CTAF) L



ELEV 1162 TDZE 1162



HIRL Rwy 13-31 L
MIRL Rwy 2-20 L
REIL Rwys 2, 13 and 20 L



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)		1560-1⅛ 398 (400-1⅛)	1560-1¼ 398 (400-1¼)
C CIRCLING	1660-1 498 (500-1)		1980-2½ 818 (900-2½)	1980-2¾ 818 (900-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

FAIRMONT MUNI (FRM)

WAAS	APP CRS	Rwy Idg	5505
CH 90412	310°	TDZE	1162
W31A		Apt Elev	1162

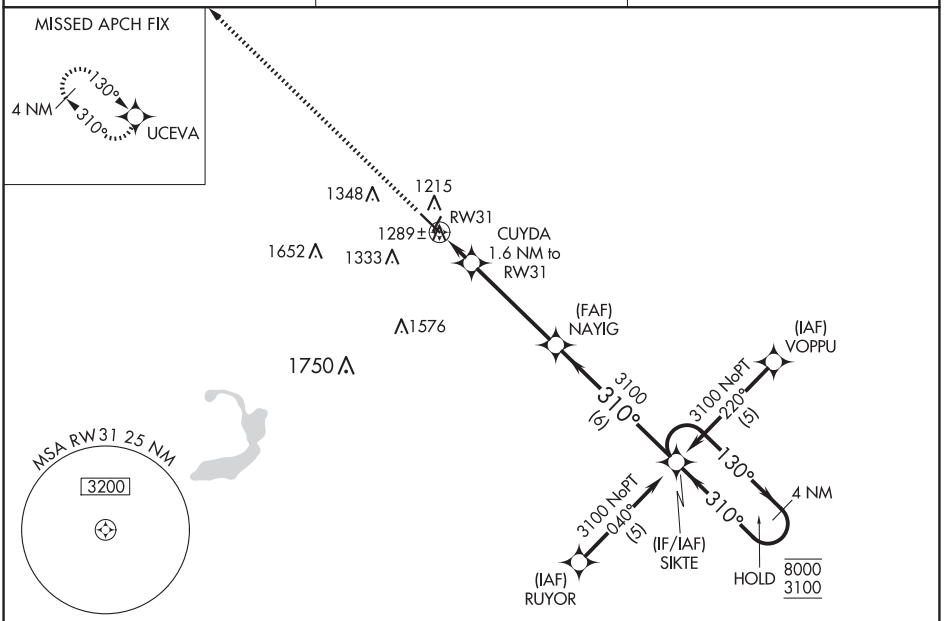
RNP APCH-GPS.

T A For uncompensated Baro-VNAV systems, procedure NA below -17° C or above 54°C. For inop ALS , increase LPV all Cats visibility to ⅞ SM and LNAV/VNAV all Cats visibility to 1⅛ SM.

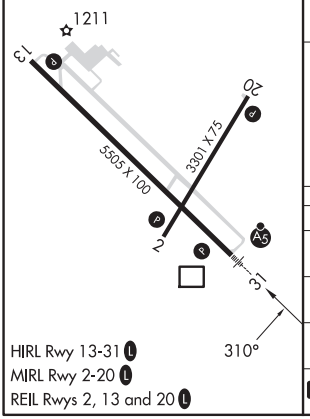
MALSR

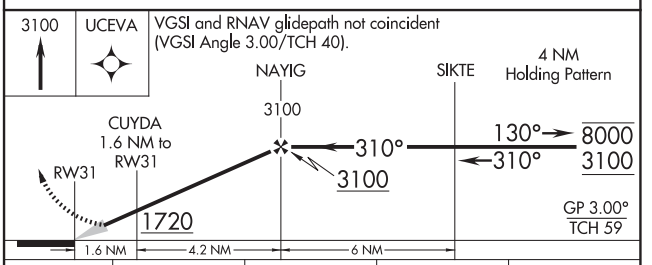
MISSED APPROACH: Climb to 3100 direct UCEVA and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
120.025	127.75 257.7	122.8 (CTAF) L



ELEV 1162 TDZE 1162





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)	
C CIRCLING	1660-1 498 (500-1)		1980-2½ 818 (900-2½)	1980-2¾ 818 (900-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LOC I-AAM	APP CRS	Rwy Idg	9001
108.9	176°	TDZE	900
		Apt Elev	901

ILS or LOC RWY 18
HECTOR INTL (FAR)

ADF or DME required for procedure entry.

For inop MALSR, increase S-ILS 18 Cat E visibility to RVR 4000, and S-LOC 18 Cat E visibility to RVR 5000.
* Visibility Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2500 direct FAR VOR/DME and hold.

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

GRAND FORKS
114.3 GFK
Chan 90

MSA AA 25 NM
4200
2900
3200
180°
090°
360°

356°
(6.9)
4000
356°
176°
1 min

LOM/IAF
KENIE
365 AA
FAR 15.4

ALTERNATE MISSED APCH FIX
356°
176°
KENIE
AA
365
FAR 15.4

999±
970
1098
1056
1255
1036±
1154

LOCALIZER 108.9
I-AAM

2500
357°
(15.4)
180°
360°
R-180

FARGO
116.2 FAR
Chan 109

KINNO
FAR 10

2556

ELEV 901 D TDZE 900
176°
8L
6
6302 X 100
27
TWR
1006
9001 X 150
3801 X 75
31
36

HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).

One Minute Holding Pattern

AA
KENIE LOM
FAR 15.4

2500 FAR

2432
2500 ← 356°
176° →
2500
FAR 10.9
GS 3.00°
TCH 51
4.6 NM

CATEGORY	A	B	C	D	E
S-ILS 18*	1100/24 200 (200-½)				
S-LOC 18	1260/24 360 (400-½)			1260/40 360 (400-¾)	
C CIRCLING	1380-1 479 (500-1)		1520-1¾ 619 (700-1¾)	1620-2¼ 719 (800-2¼)	1620-2½ 719 (800-2½)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

FARGO, NORTH DAKOTA | AL-144 (FAA) | 24193

ILS or LOC RWY 36

HECTOR INTL (FAR)

LOC/DME I-FAR	APP CRS	Rwy Idg	9001
110.3	356°	TDZE	899
Chan 40		Apt Elev	901

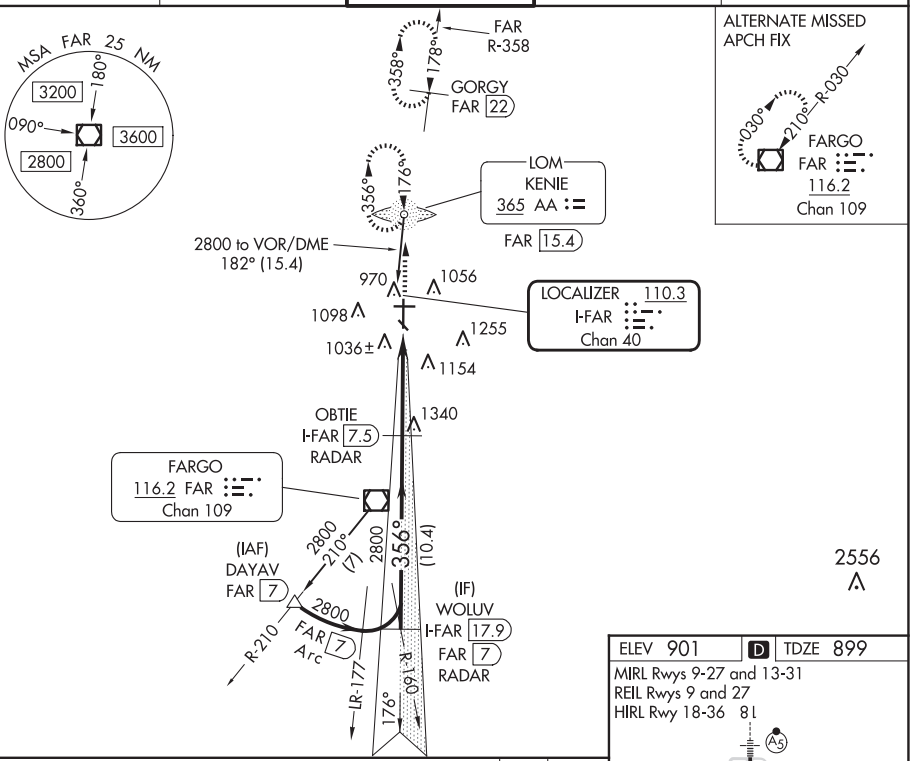
ADF or DME required for procedure entry. ADF or DME required.

T A For inop ALS increase S-ILS 36 Cat E visibility to RVR 4000 and S-LOC 36 Cat C/D/E visibility to 1⅜ 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

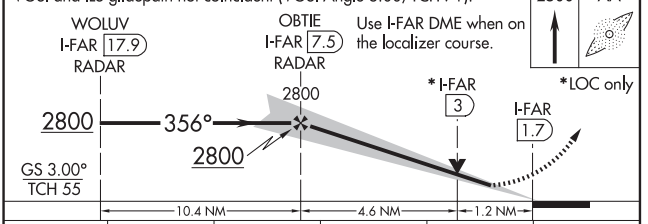


VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

2500 AA

Use I-FAR DME when on the localizer course.

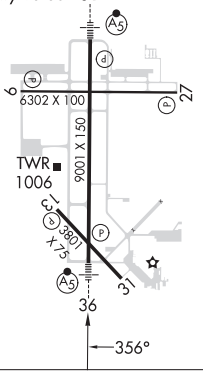
*LOC only



CATEGORY	A	B	C	D	E
S-ILS 36#	1099/24 200 (200-½)				
S-LOC 36	1360/24 461 (500-½)		1360/50 461 (500-1)		
C CIRCLING	1380-1 479 (500-1)		1520-1¾ 619 (700-1¾)	1620-2¼ 719 (800-2¼)	1620-2½ 719 (800-2½)

ELEV 901 | D | TDZE 899

MIRL Rwys 9-27 and 13-31
REIL Rwys 9 and 27
HIRL Rwy 18-36 8I



FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 9

HECTOR INTL (FAR)

WAAS	APP CRS	Rwy Idg	6302
CH 97433	086°	TDZE	900
W09A		Apt Elev	901

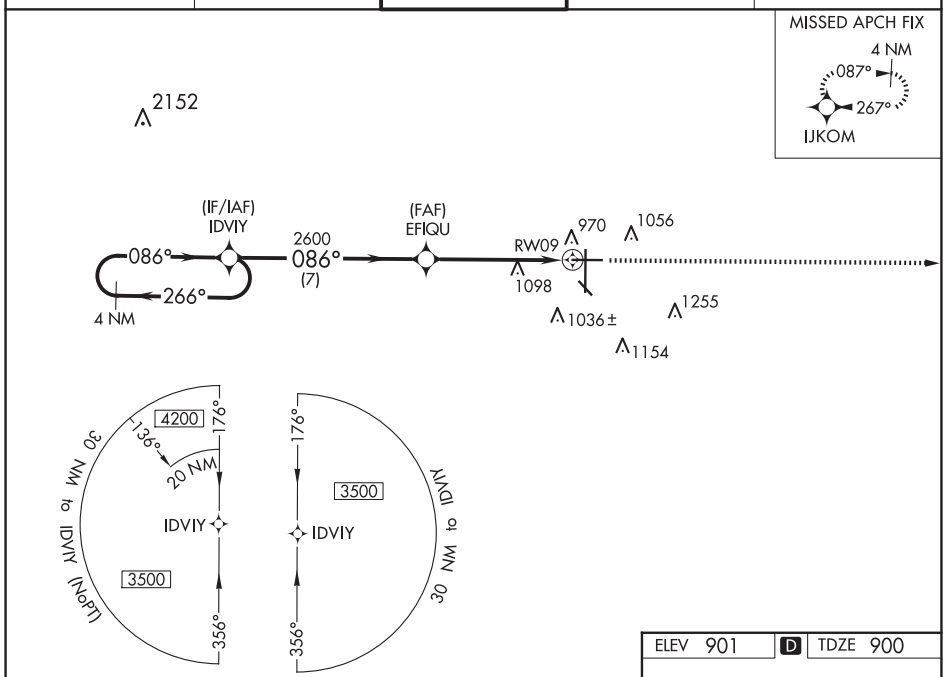
RNP APCH.

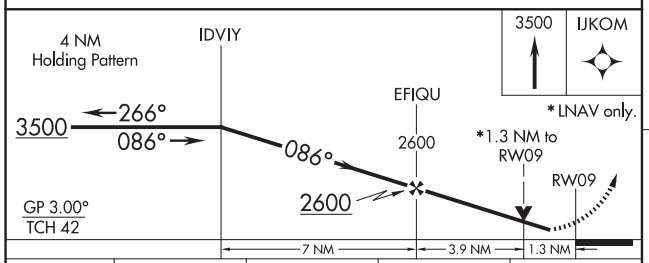
T A

Baro-VNAV NA.
Rwy 9 helicopter visibility reduction below ¾ SM NA.

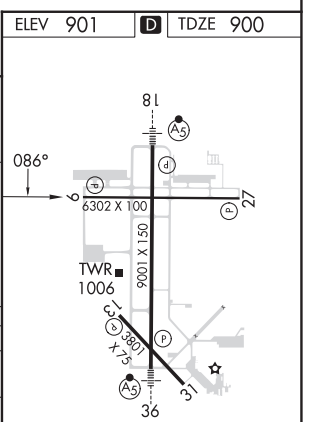
MISSED APPROACH: Climb to 3500 direct IJKOM and hold.

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
LPV DA	1150-¾ 250 (300-¾)			
LNAV/VNAV DA	1171-⅞ 271 (300-⅞)			
LNAV MDA	1360-1 460 (500-1)		1360-1⅜ 460 (500-1⅜)	
C CIRCLING	1380-1 479 (500-1)		1520-1¾ 619 (700-1¾)	1620-2¼ 719 (800-2¼)



HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

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RNAV (GPS) RWY 18

HECTOR INTL (FAR)

WAAS	APP CRS	Rwy Idg	9001
CH 40006	176°	TDZE	900
W18A		Apt Elev	901

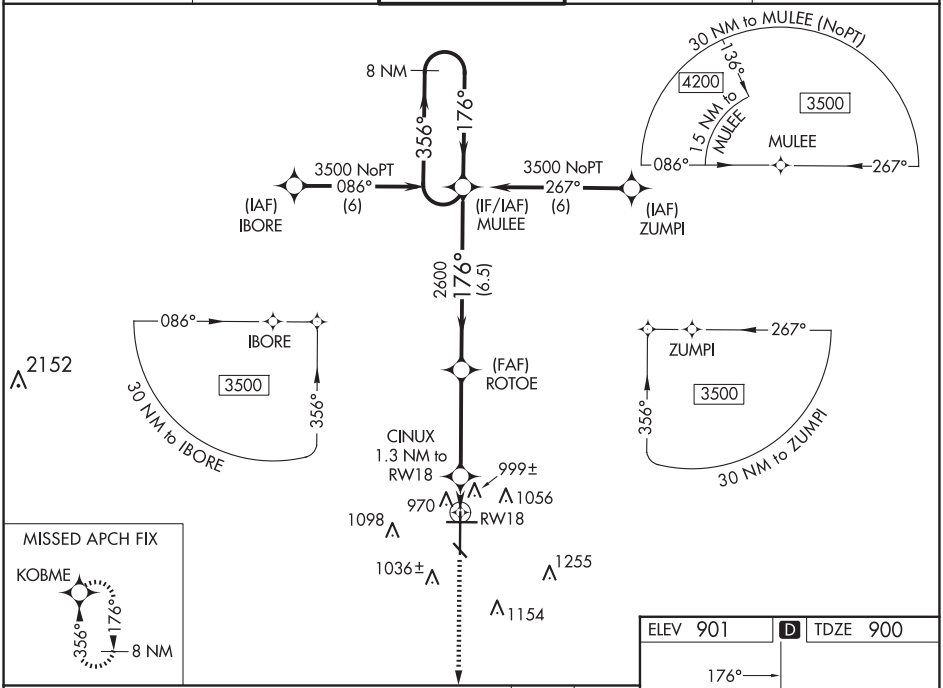
RNP APCH.

For inoperative MALSR, 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.

MALSR

MISSED APPROACH: Climb to 3500 direct KOBME and hold.

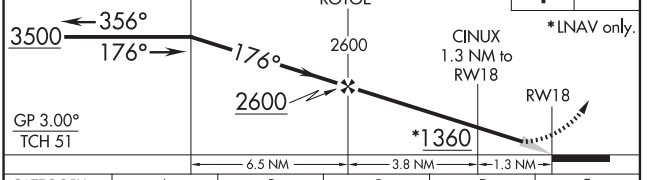
ATIS	FARGO APP CON	FARGO TOWER	GND CON	CLNC DEL
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

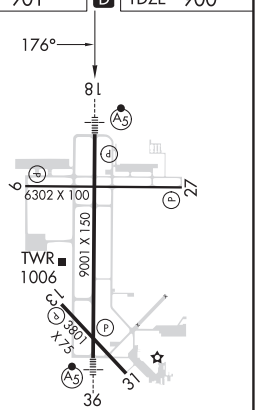
3500 KOBME

*LNAV only.



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)	
C CIRCLING	1380-1 479 (500-1)	1520-1¾ 619 (700-1¾)	1620-2¼ 719 (800-2¼)	1620-2½ 719 (700-2½)	

ELEV 901 | D | TDZE 900



HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 27

HECTOR INTL (FAR)

WAAS	APP CRS	Rwy ldg	6302
CH 65733	267°	TDZE	899
W27A		Apt Elev	901

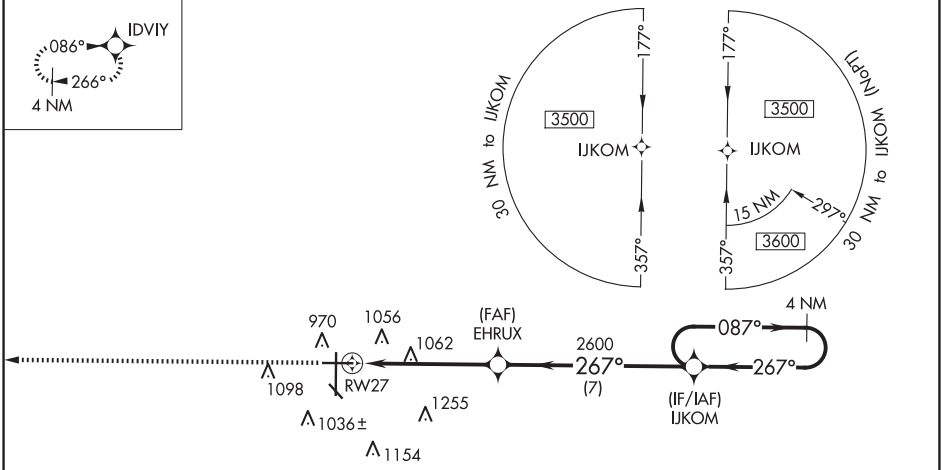
RNP APCH.

Baro-VNAV NA.
Rwy 27 helicopter visibility reduction below ¾ SM NA.

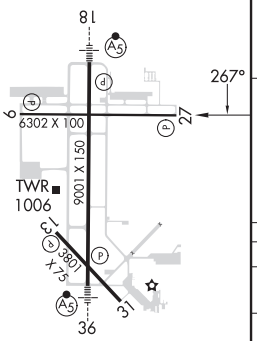
MISSED APPROACH: Climb to 3500 direct IDVIY and hold.

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

MISSED APCH FIX

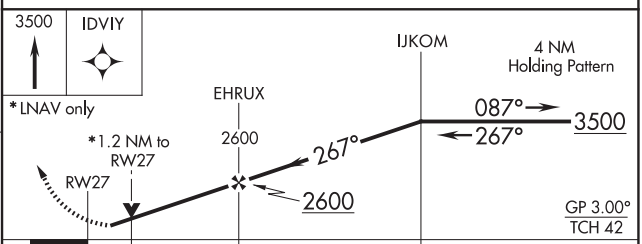


ELEV 901 | D | TDZE 899



HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31

1637



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)	
C CIRCLING	1380-1 479 (500-1)		1520-1¾ 619 (700-1¾)	1620-2¼ 719 (800-2¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

FARGO, NORTH DAKOTA | AL-144 (FAA) | 24193

WAAS	APP CRS	Rwy Idg	9001
CH 50106	356°	TDZE	899
W36A		Apt Elev	901

RNAV (GPS) RWY 36
HECTOR INTL (FAR)

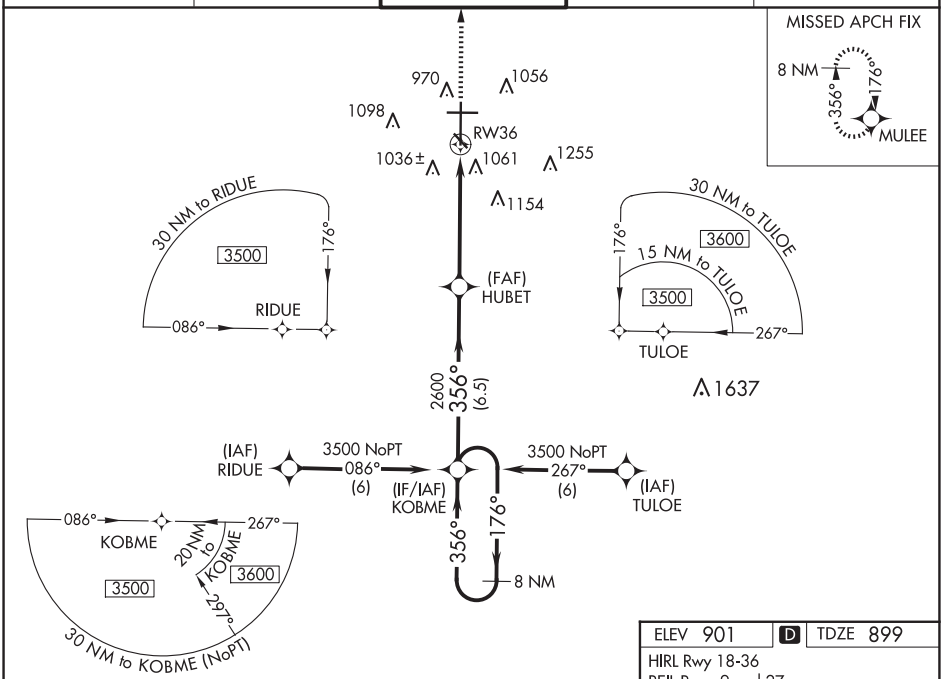
RNP APCH.

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

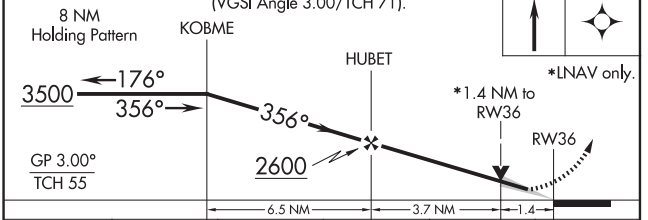
MISSED APPROACH: Climb to 3500 direct MULEE and hold.

ATIS	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



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

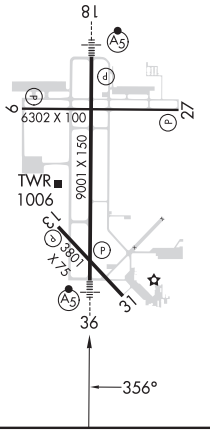
3500 MULEE



CATEGORY	A	B	C	D	E
LPV DA	1150/24 251 (300-½)				
LNAV/VNAV DA	1360/50 461 (500-1)				1360/60 461 (500-1¼)
LNAV MDA	1420/24 521 (600-½)		1420/50 521 (600-1)	1420/60 521 (600-1¼)	
C CIRCLING	1420-1 519 (600-1)		1520-1¾ 619 (700-1¾)	1620-2¼ 719 (800-2¼)	1620-2½ 719 (800-2½)

ELEV 901 | D | TDZE 899

HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR RWY 36

HECTOR INTL (FAR)

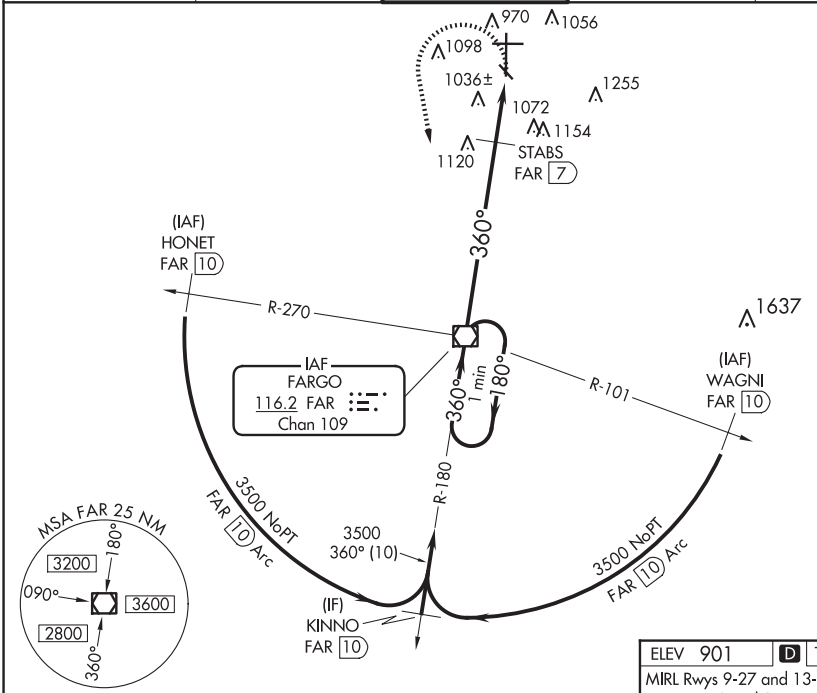
VOR/DME FAR	APP CRS	Rwy Idg	9001
116.2	360°	TDZE	899
Chan 109		Apt Elev	901

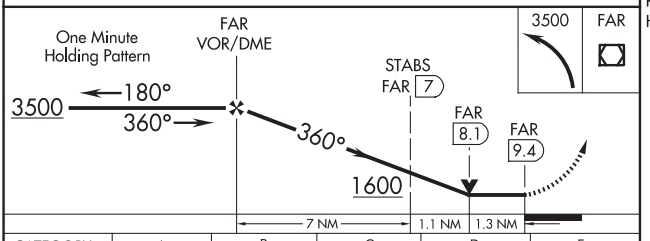
T A — For inop MALSR, increase S-36 Cat E visibility to 2½ miles. STABS Fix Minimums: For inop MALSR, increase S-36 Cat E visibility to 1¾ mile.

MALSR

MISSED APPROACH: Climbing left turn to 3500 direct FAR VOR/DME and hold.

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

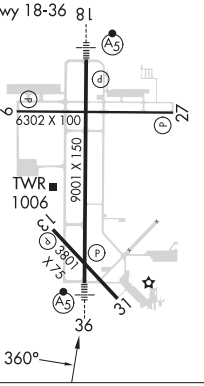




CATEGORY	A	B	C	D	E
S-36	1600/24	701 (700-½)	1600-1½ 701 (700-1½)	1600-1¾ 701 (700-1¾)	1600-2 701 (700-2)
C CIRCLING	1600-1	699 (700-1)	1600-2 699 (700-2)	1620-2¼ 719 (700-2¼)	1620-2½ 719 (700-2½)
STABS FIX MINIMUMS					
S-36	1380/24	481 (500-½)	1380/40 481 (500-¾)	1380/50 481 (500-1)	1380/60 481 (500-1¼)
C CIRCLING	1380-1	479 (500-1)	1520-1¾ 619 (700-1¾)	1620-2¼ 719 (800-2¼)	1620-2½ 719 (800-2½)

ELEV 901 | D | TDZE 899

MIRL Rwys 9-27 and 13-31
REIL Rwys 9 and 27
HIRL Rwy 18-36

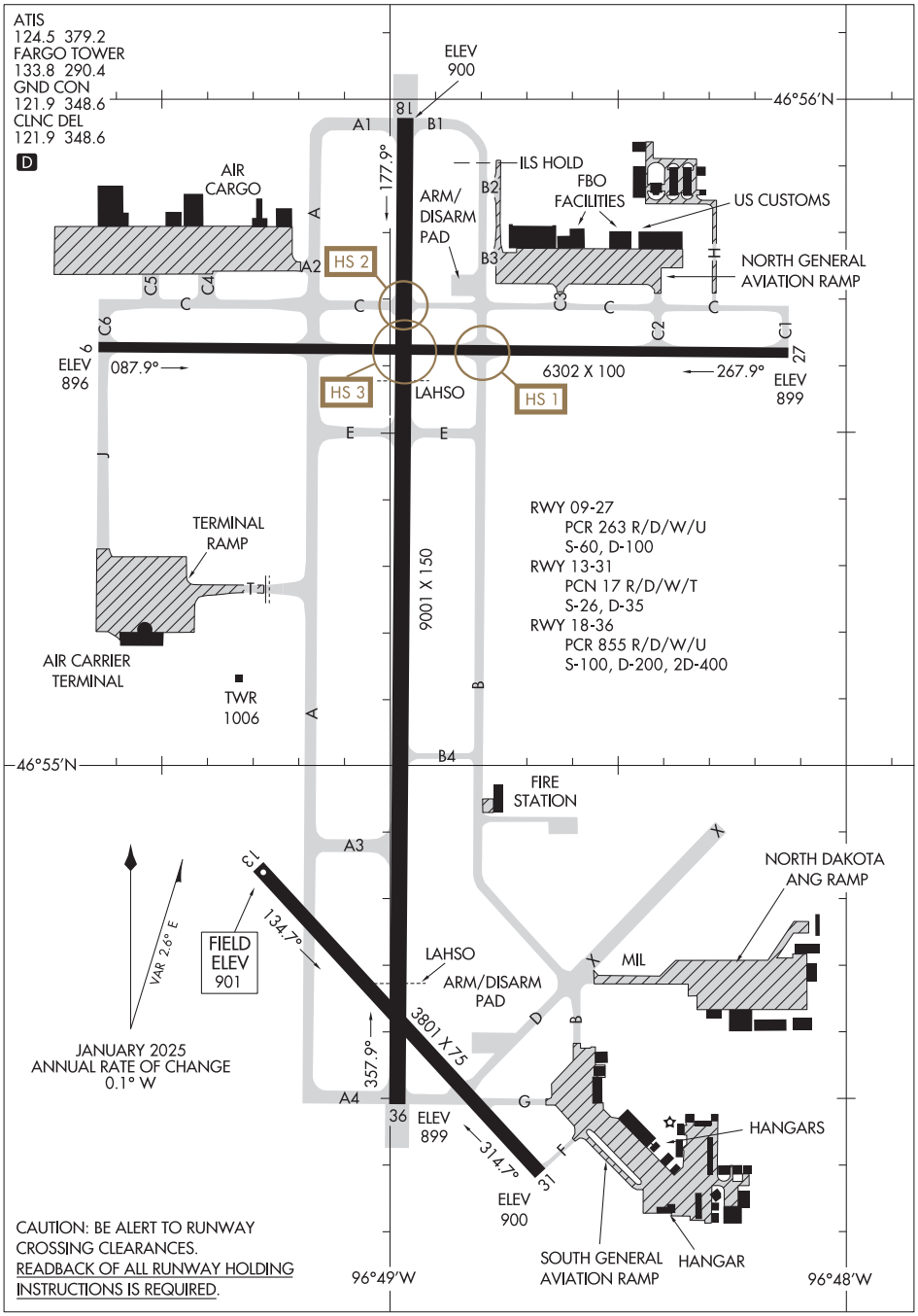


FAF to MAP 9.4 NM

Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

25107
AIRPORT DIAGRAM
AL-144 (FAA)
HECTOR INTL (FAR)
FARGO, NORTH DAKOTA



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107
FARGO, NORTH DAKOTA
HECTOR INTL (FAR)

WAAS	APP CRS	Rwy Idg	4257
CH 81932	125°	TDZE	1060
W12A		Apt Elev	1060

RNAV (GPS) RWY 12

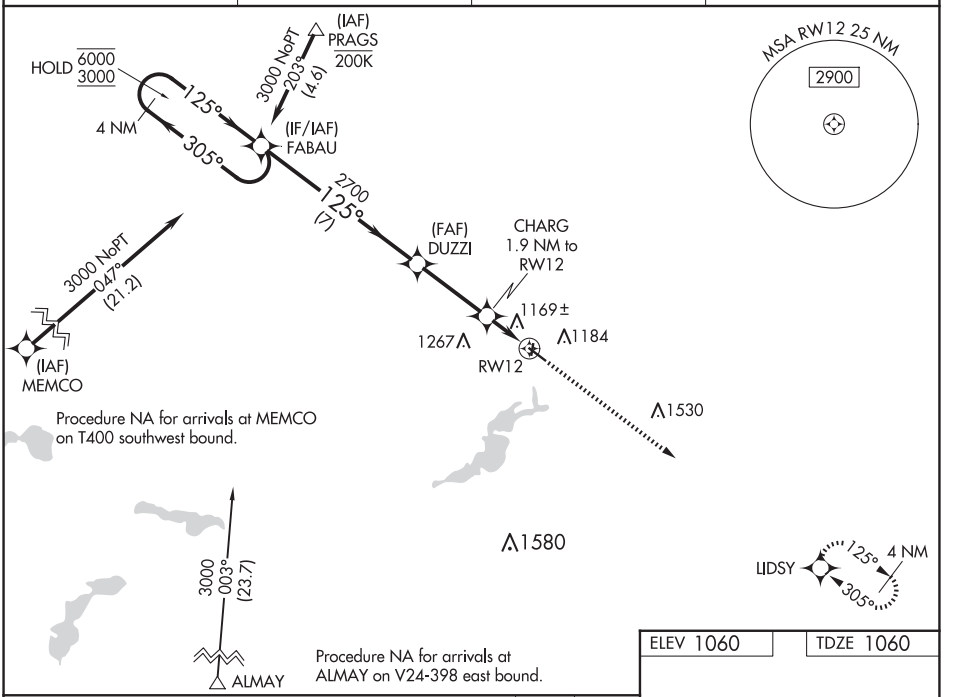
FARIBAULT MUNI-LIZ WALL STROHFUS FLD (FBL)

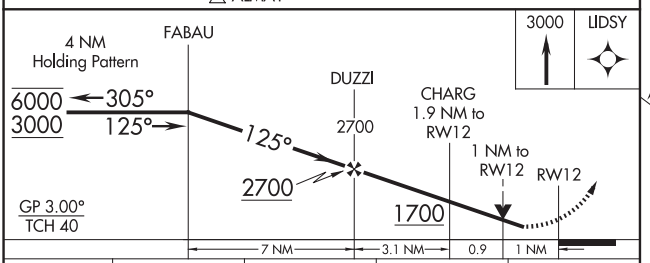
RNP APCH - GPS.

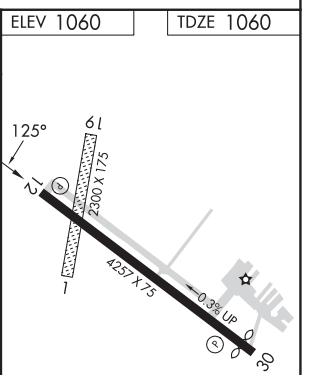
Circling NA to Rwys 1 and 19. Rwy 12 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct LIDSY and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	UNICOM
120.2	134.7 284.7	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1310-1 250 (300-1)			NA
LNAV/VNAV DA	1339-1 279 (300-1)			NA
LNAV MDA	1420-1 360 (400-1)			NA
CIRCLING	1520-1 460 (500-1)		1740-2 680 (700-2)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS		
CH **61032**	**305°**	Rwy Idg	**4027**
W30A		TDZE	**1056**
		Apt Elev	**1060**

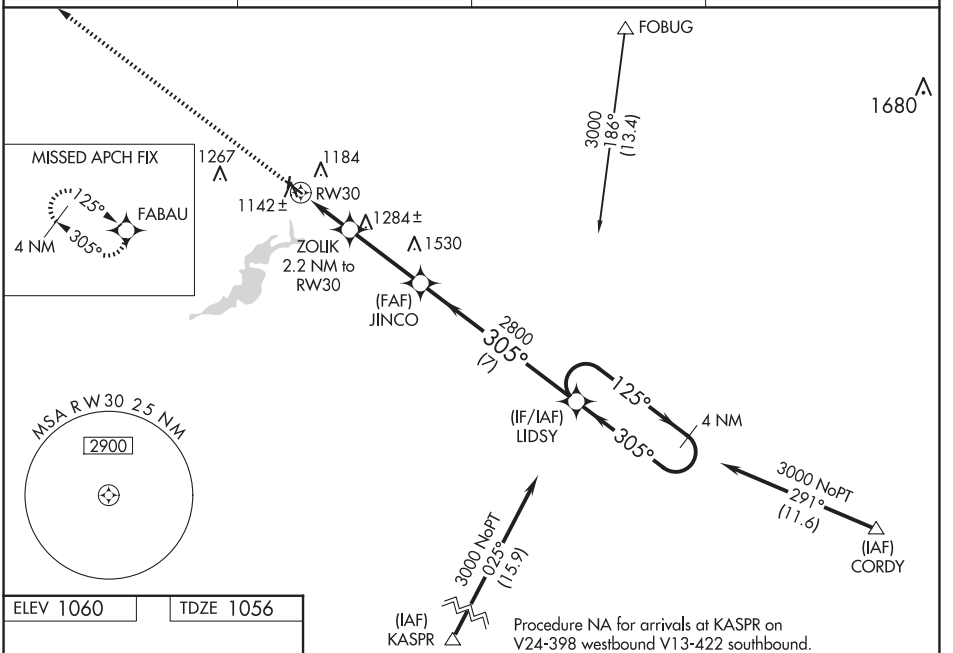
RNAV (GPS) RWY 30

FARIBAULT MUNI-LIZ WALL STROHFUS FLD (FBL)

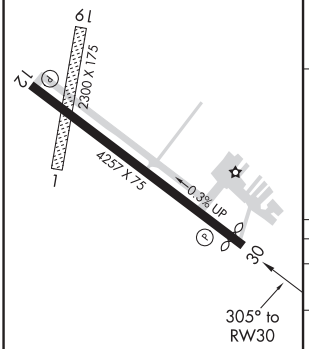
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Owatonna altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV Cat C visibility ⅛ mile. Baro-VNAV and VDP NA when using Owatonna altimeter setting. Circling NA to Rwys 1and 19.

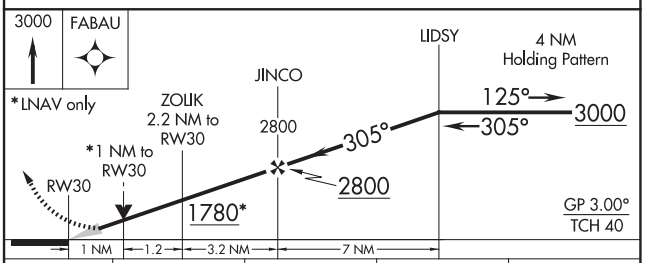
MISSED APPROACH: Climb to 3000 direct FABAU and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	UNICOM
120.2	**134.7 284.7**	**121.725**	**122.8** (CTAF) L



ELEV 1060 TDZE 1056





CATEGORY	A	B	C	D
LPV DA	1306-1 250 (300-1)			NA
LNAV/VNAV DA	1306-1 250 (300-1)			NA
LNAV MDA	1400-1 344 (400-1)			NA
CIRCLING	1520-1 460 (500-1)		1740-2 680 (700-2)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME FOW	APP CRS	Rwy Idg	N/A
111.2	017°	TDZE	N/A
Chan 49		Apt Elev	1060

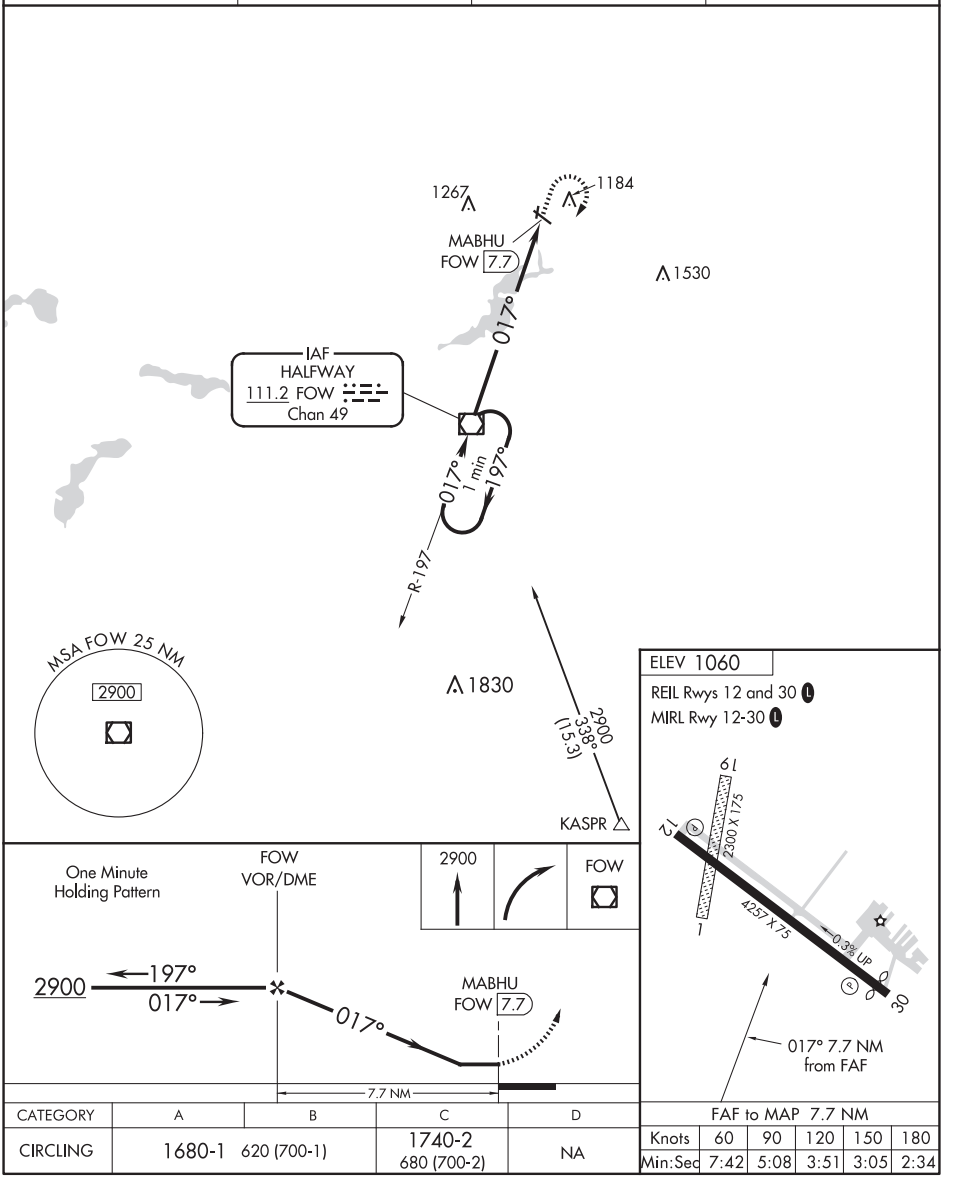
VOR-A

FARIBAULT MUNI-LIZ WALL STROHFUS FLD (FBL)

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	MINNEAPOLIS APP CON	GCO	UNICOM
120.2	134.7 284.7	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1680-1 620 (700-1)		1740-2 680 (700-2)	NA

FAF to MAP 7.7 NM					
Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 31

FERGUS FALLS MUNI/EINAR MICKELSON FLD (FFM)

LOC I-FFM	APP CRS		
111.5	308°	Rwy Ldg	5639
		TDZE	1182
		Apt Elev	1183

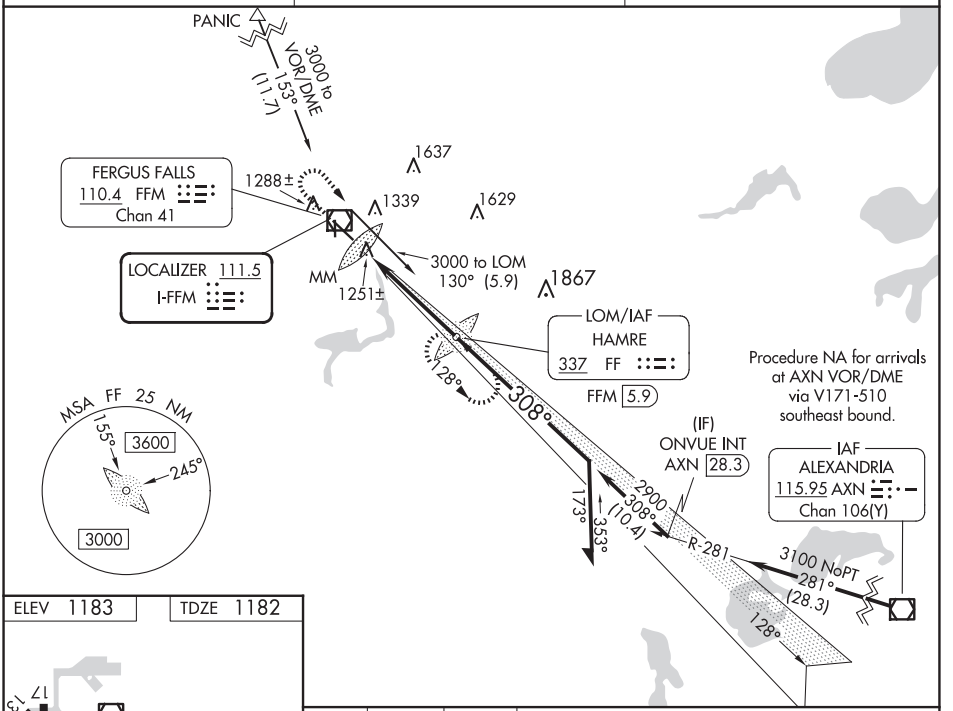
ADF or DME required.

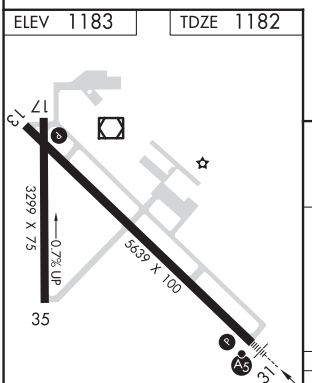
T A NA — When local altimeter setting not received, use Elbow Lake altimeter setting and increase DA to 1428 and all MDAs 60 feet; increase S-LOC Cat C/D visibility ⅛ SM and Circling Cat C/D visibility ¼ SM. For inop MALSR, increase S-LOC 31 Cat D visibility ¼ mile. GS unusable for coupled approaches below 1400.

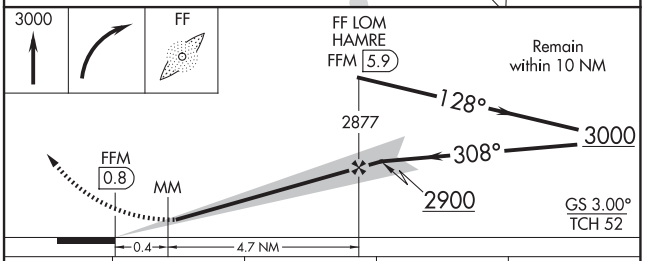
MALSR

MISSED APPROACH: Climb to 3000 then right turn direct HAMRE LOM/FFM 5.9 DME and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.05	126.1 269.2	122.8 (CTAF) L







REIL Rwys 13 and 35 L
MIRL Rwys 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

CATEGORY	A	B	C	D
S-ILS 31	1382-½ 200 (200-½)			
S-LOC 31	1520-½ 338 (400-½)			1520-¾ 338 (400-¾)
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1820-1¾ 637 (700-1¾)	1940-2½ 757 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	5639
CH 65920	128°	TDZE	1182
W13A		Apt Elev	1183

RNAV (GPS) RWY 13

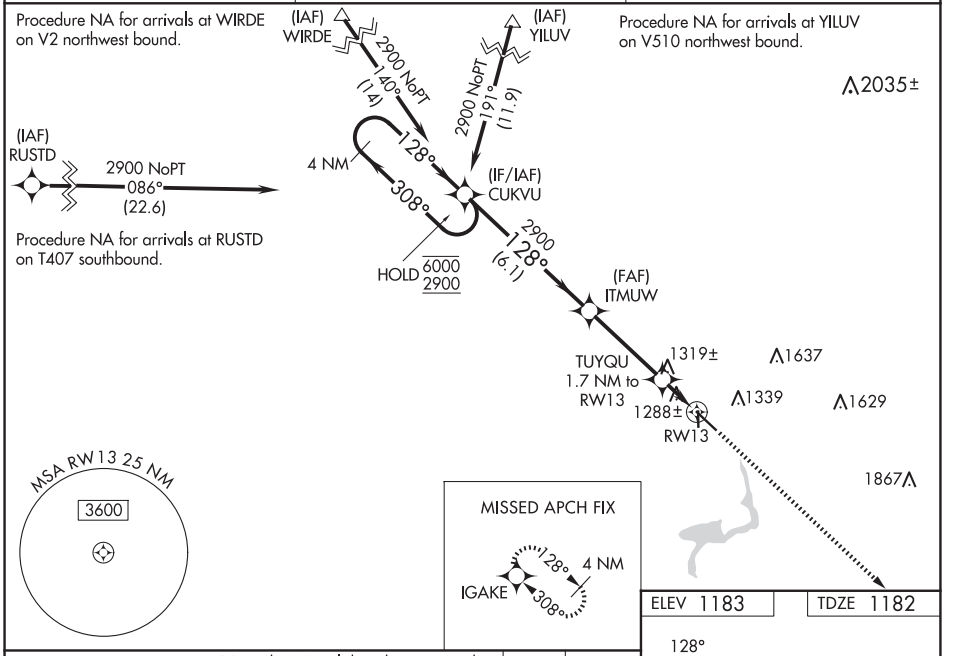
FERGUS FALLS MUNI/EINAR MICKELSON FLD (FFM)

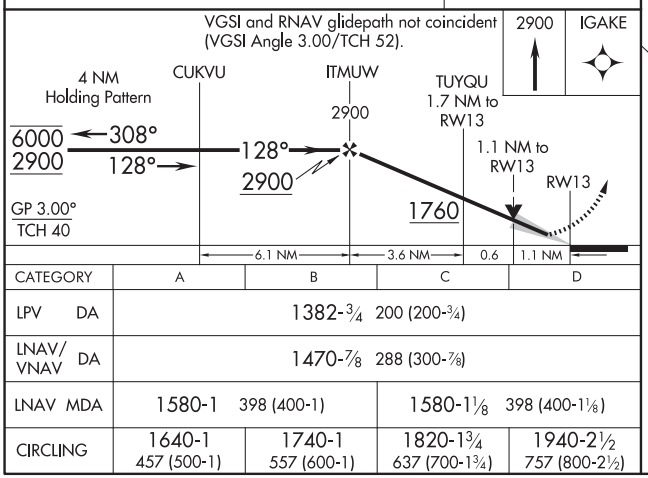
RNP APCH - GPS.

T A 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 ⅛ SM; increase all MDAs 60 feet and LNAV Cat C/D and Circling Cat C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Elbow Lake altimeter setting.

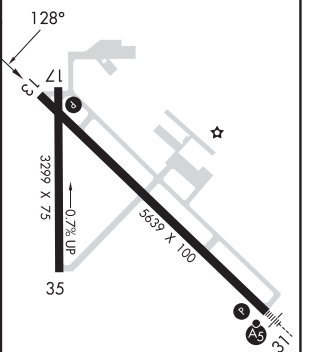
MISSED APPROACH: Climb to 2900 direct IGAKE and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.05	126.1 269.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1382-¾ 200 (200-¾)			
LNAV/VNAV DA	1470-⅞ 288 (300-⅞)			
LNAV MDA	1580-1 398 (400-1)		1580-1⅛ 398 (400-1⅛)	
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1820-1¾ 637 (700-1¾)	1940-2½ 757 (800-2½)



REIL Rwys 13 and 35 L
MIRL Rwys 13-31 and 17-35 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

FERGUS FALLS MUNI/EINAR MICKELSON FLD (FFM)

WAAS CH 42614 W31A	APP CRS 308°	Rwy Ldg 5639 TDZE 1182 Apt Elev 1183

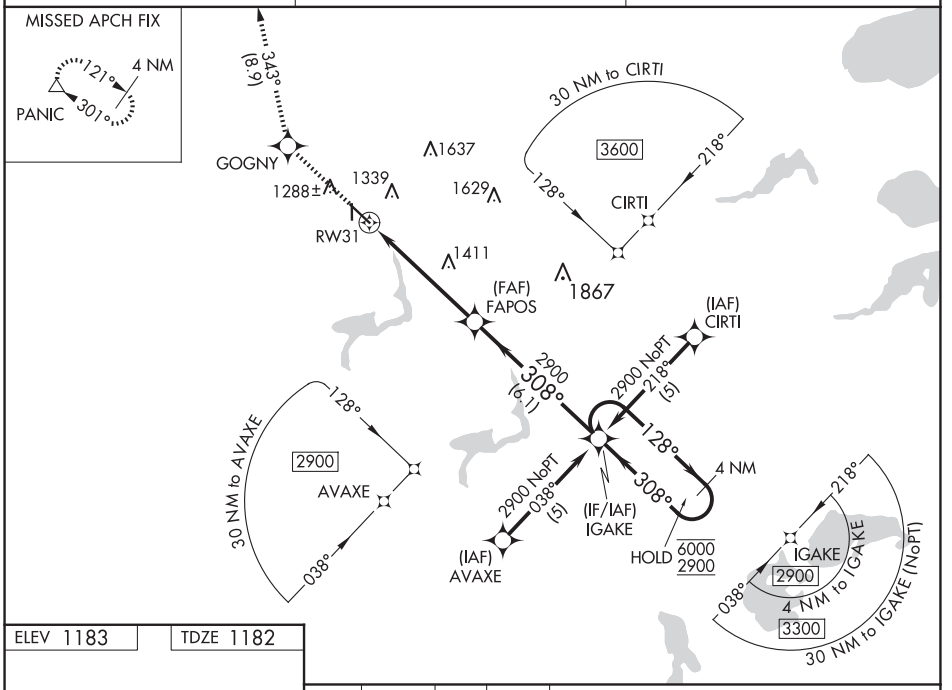
RNP APCH-GPS.

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 1⅜ SM.

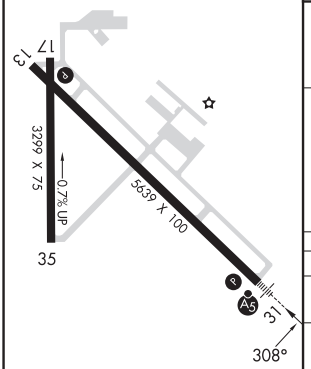
MALSR

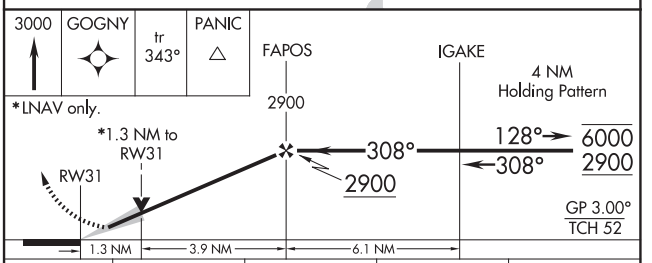
MISSED APPROACH: Climb to 3000 direct GOGNY and on track 343° to PANIC and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.05	126.1 269.2	122.8 (CTAF) L



ELEV 1183 TDZE 1182





CATEGORY	A	B	C	D
LPV DA	1382-½ 200 (200-½)			
LNAV/VNAV DA	1545-⅝ 363 (400-⅝)			
LNAV MDA	1640-½ 458 (500-½)		1640-⅞ 458 (500-⅞)	
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1820-1¾ 637 (700-1¾)	1940-2½ 757 (800-2½)

REIL Rwys 13 and 35 L
MIRL Rwys 13-31 and 17-35 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

FERGUS FALLS MUNI/EINAR MICKELSON FLD (FFM)

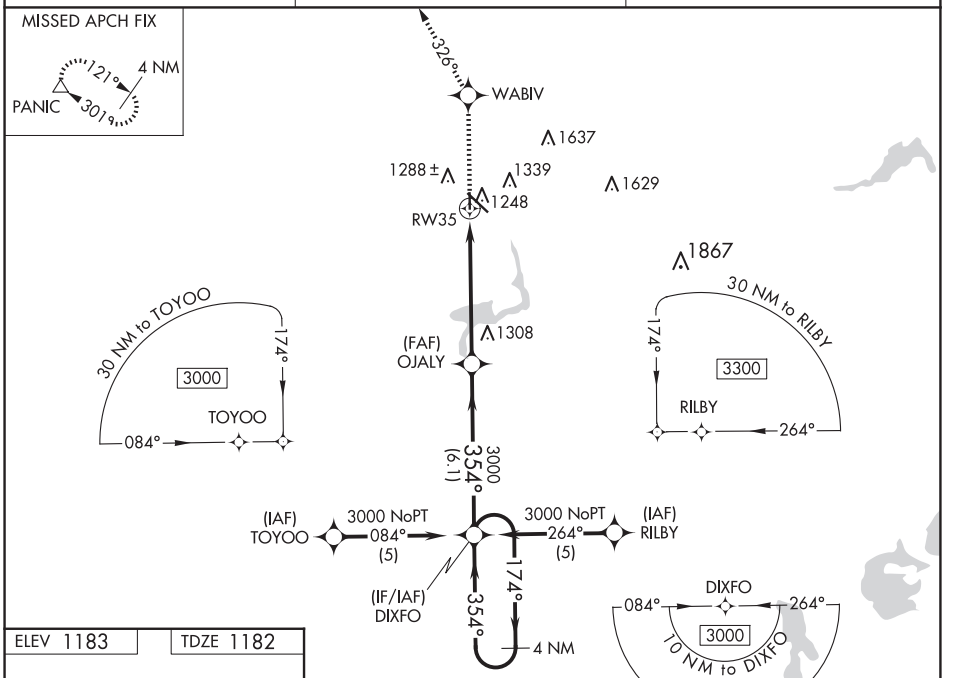
APP CRS	Rwy Ldg	3299
354°	TDZE	1182
	Apt Elev	1183

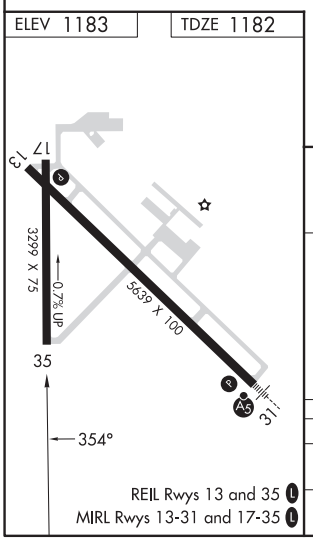
RNP APCH-GPS.

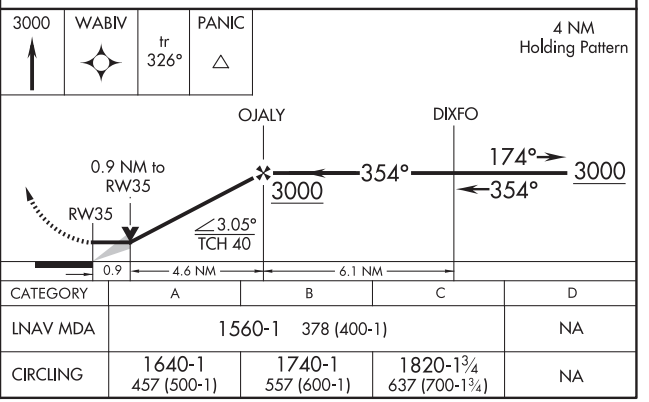
When local altimeter setting not received, use Elbow Lake altimeter setting and increase all MDAs 60 feet, increase LNAV and Circling Cat C visibility ¼ SM. VDP NA when using Elbow Lake altimeter setting.

MISSED APPROACH: Climb to 3000 direct WABIV and via track 326° to PANIC and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.05	126.1 269.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1 378 (400-1)			NA
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1820-1¾ 637 (700-1¾)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME FFM	APP CRS	Rwy Ldg	5639
110.4	115°	TDZE	1182
Chan 41		Apt Elev	1183

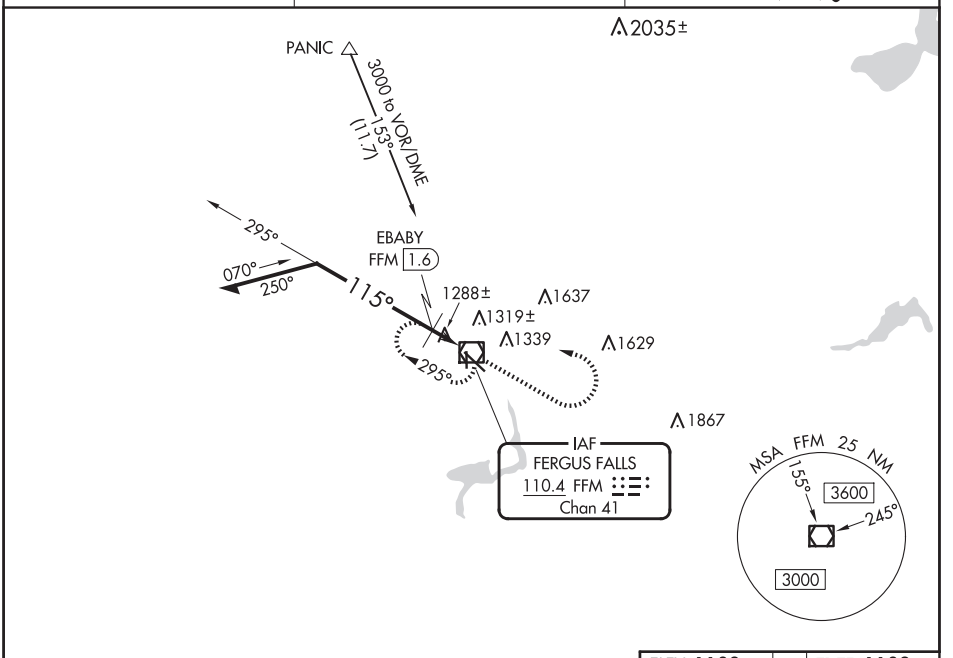
VOR RWY 13

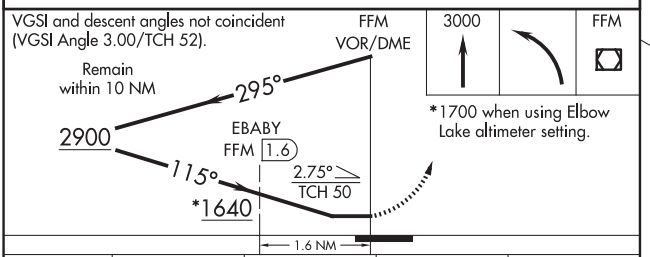
FERGUS FALLS MUNI/EINAR MICKELSON FLD (FFM)

T NA 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.

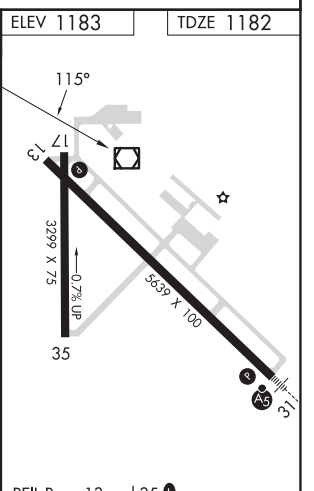
MISSED APPROACH: Climb to 3000 then left turn direct FFM VOR/DME and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.05	126.1 269.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	1640-1 458 (500-1)		1640-1⅜ 458 (500-1⅜)	
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1820-1¾ 637 (700-1¾)	1940-2½ 757 (800-2½)
EBABY FIX MINIMUMS				
S-13	1580-1 398 (400-1)		1580-1⅛ 398 (400-1⅛)	
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1820-1¾ 637 (700-1¾)	1940-2½ 757 (800-2½)



REIL Rwys 13 and 35 L
MIRL Rwys 13-31 and 17-35 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 14

FERTILE MUNI (D14)

APP CRS	Rwy Idg	3000
139°	TDZE	1137
	Apt Elev	1137

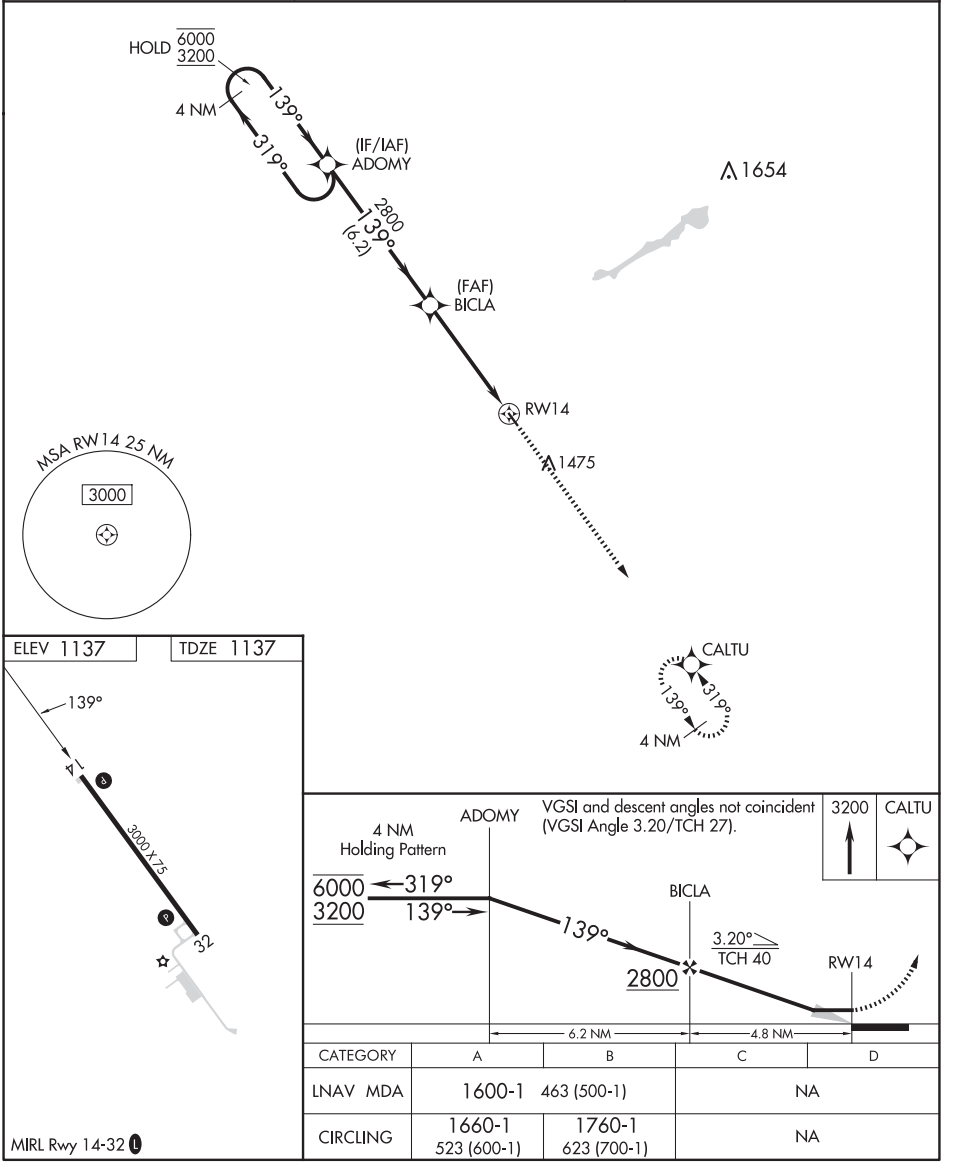
RNP APCH - GPS.

NA

Use Mahnomen altimeter setting.

MISSED APPROACH: Climb to 3200 direct CALTU and hold.

3N8 AWOS-3PT	GRAND FORKS APP CON ★	UNICOM
121.125	118.1 318.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1600-1	463 (500-1)	NA	
CIRCLING	1660-1 523 (600-1)	1760-1 623 (700-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

FERTILE MUNI (D14)

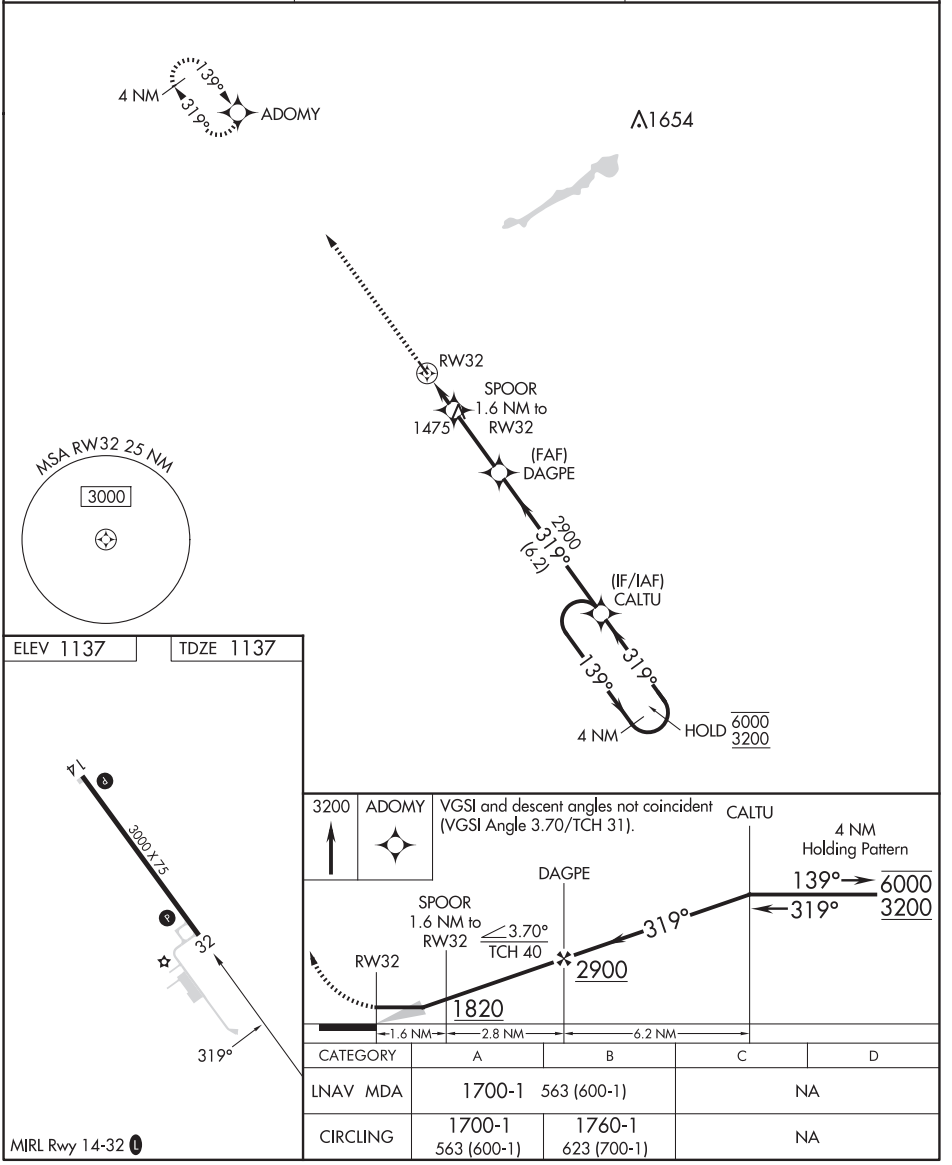
APP CRS	Rwy Idg	3000
319°	TDZE	1137
	Apt Elev	1137

RNP APCH - GPS.

T A NA — Use Mahnomen altimeter setting.

MISSED APPROACH: Climb to 3200 direct ADOMY and hold.

3N8 AWOS-3PT	GRAND FORKS APP CON ★	UNICOM
121.125	118.1 318.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1700-1 563 (600-1)		NA	
CIRCLING	1700-1 563 (600-1)	1760-1 623 (700-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	3502
CH 82226	164°	TDZE	1277
W16A		Apt Elev	1279

RNAV (GPS) RWY 16

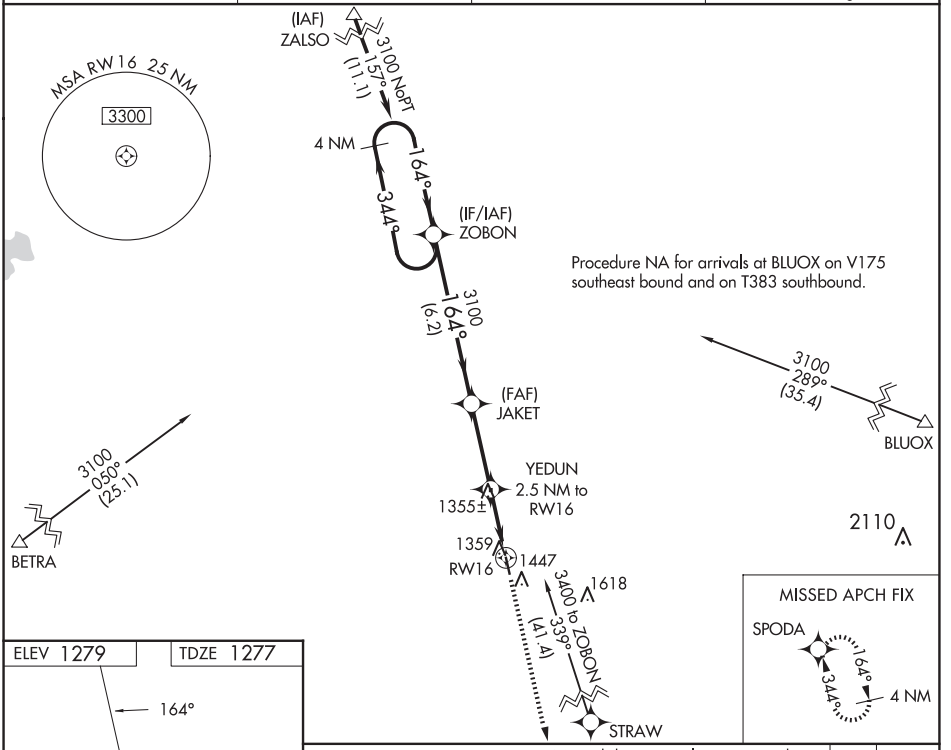
FOSSTON MUNI/ANDERSON FLD (FSE)

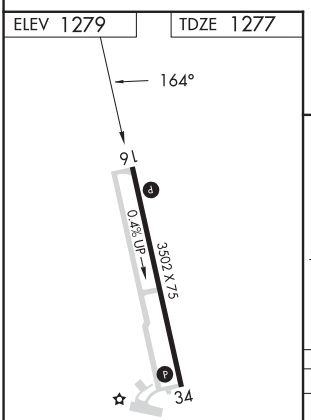
RNP APCH.

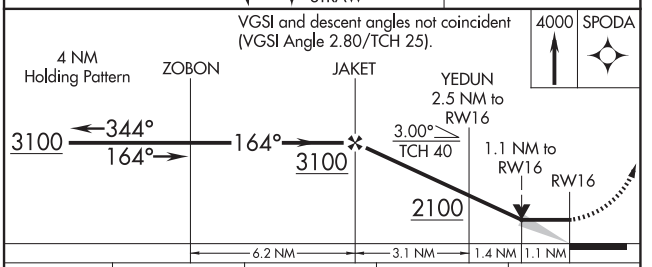
VDP NA with Thief River Falls altimeter setting. When local altimeter setting not received, use Thief River Falls altimeter setting and increase all MDA 100 feet and increase LP and LNAV Cat C visibility ⅜ SM, Circling Cat C visibility ½ SM .

MISSED APPROACH: Climb to 4000 direct SPODA and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
118.35	134.75 251.1	121.725	122.9 (L)







CATEGORY	A	B	C	D
LP MDA	1620-1 343 (400-1)			NA
LNAV MDA	1640-1 363 (400-1)			NA
CIRCLING	1860-1 581 (600-1)		1860-1½ 581 (600-1½)	NA

MIRL Rwy 16-34 (L)
REIL Rwys 16 and 34 (L)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34

FOSSTON MUNI/ANDERSON FLD (FSE)

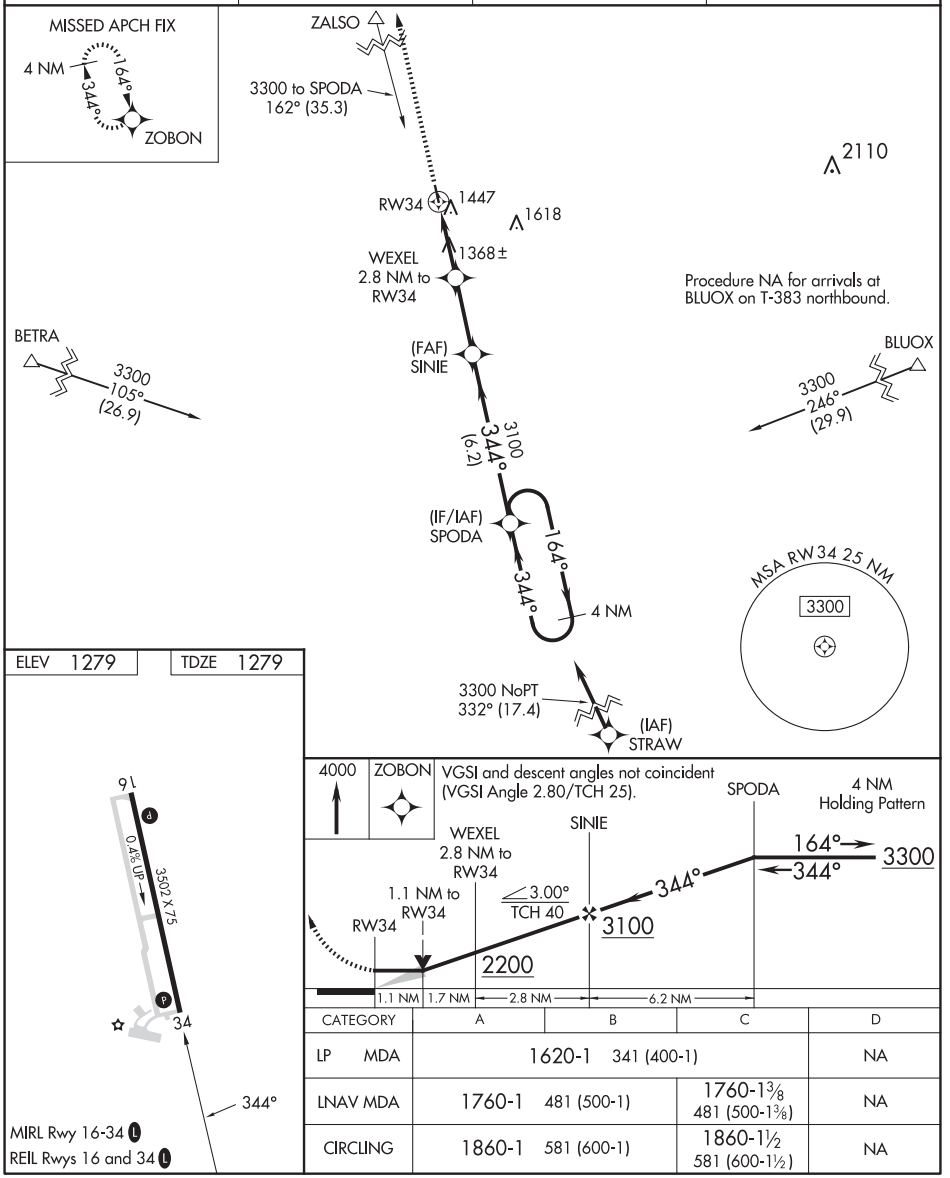
WAAS CH 90326 W34A	APP CRS 344°	Rwy Idg 3502 TDZE 1279 Apt Elev 1279

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 ⅜ SM, and increase Circling Cat C visibility ½ SM.

MISSED APPROACH: Climb to 4000 direct ZOBON and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
118.35	134.75 251.1	121.725	122.9 L



CATEGORY	A	B	C	D
LP MDA	1620-1 341 (400-1)			NA
LNAV MDA	1760-1 481 (500-1)		1760-1⅜ 481 (500-1⅜)	NA
CIRCLING	1860-1 581 (600-1)		1860-1½ 581 (600-1½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	3699
CH 66040	131°	TDZE	1937
W13A		Apt Elev	1937

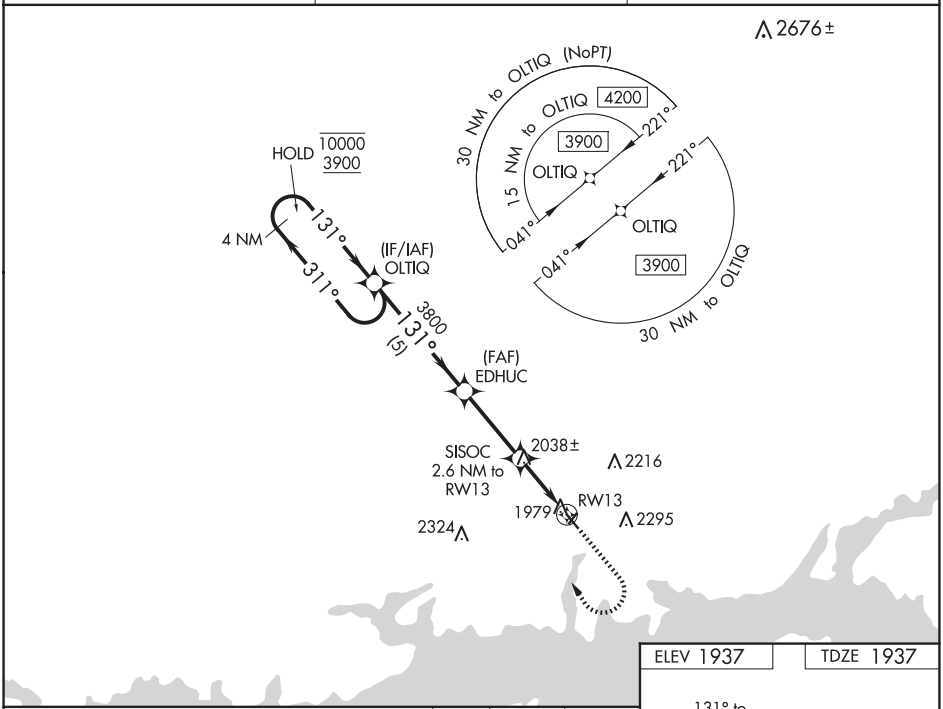
RNAV (GPS) RWY 13
GARRISON MUNI (D05)

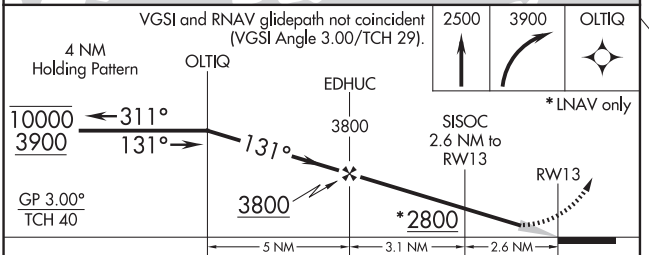
RNP APCH

Circling NA to Rwys 3 and 21. Baro-VNAV NA.
NA Use Minot Intl altimeter setting.

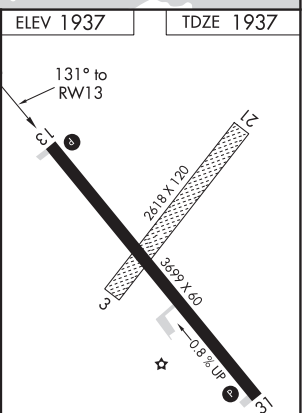
MISSED APPROACH: Climb to 2500 then climbing right turn to 3900 direct OLTIQ and hold.

MOT ASOS	MINNEAPOLIS CENTER	CTAF
118.725	127.6 279.6	122.9 L





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	
C CIRCLING	2640-1 703 (800-1)	2720-1 783 (800-1)	NA	



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

GARRISON, NORTH DAKOTA | AL-9383 (FAA) | 19339

WAAS	APP CRS	Rwy Idg	3699
CH **97740**	**311°**	TDZE	**1927**
W31A		Apt Elev	**1937**

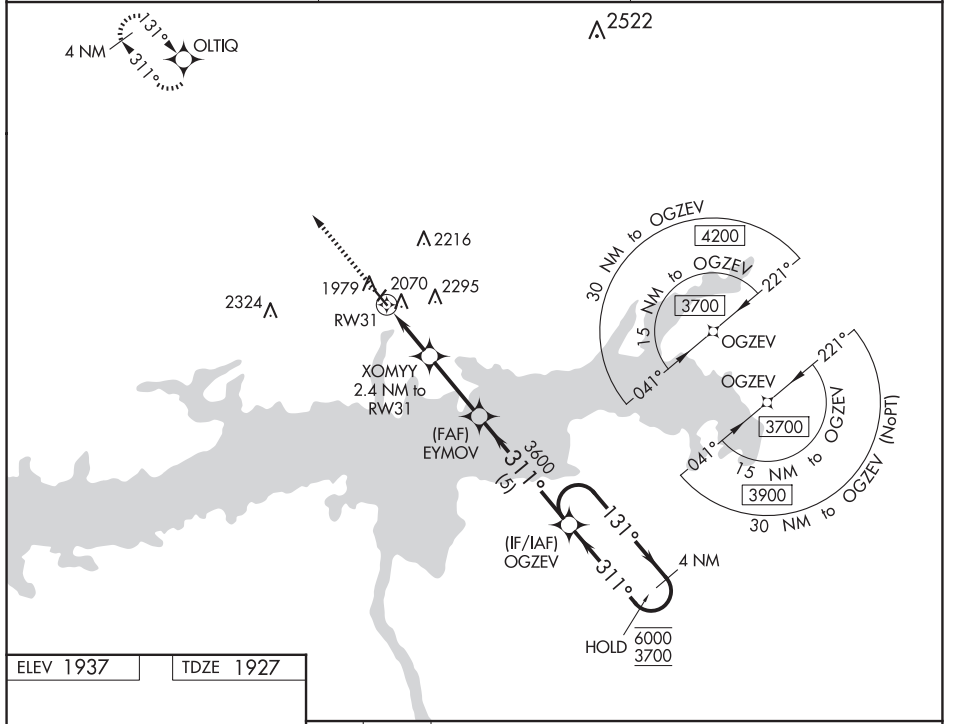
RNAV (GPS) RWY 31
GARRISON MUNI (DØ5)

RNP APCH

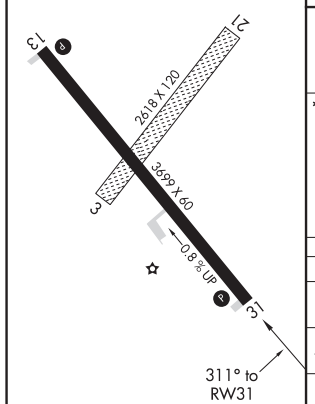
Circling NA to Rwys 3 and 21. Baro-VNAV NA. Use Minot Intl altimeter setting.

MISSED APPROACH: Climb to 3900 direct OLTIQ and hold.

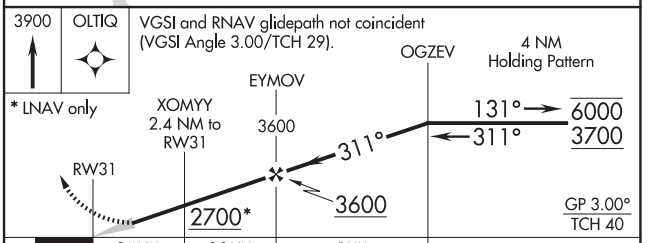
MOT ASOS	MINNEAPOLIS CENTER	CTAF
118.725	**127.6 279.6**	**122.9** L



ELEV 1937 | TDZE 1927



MIRL Rwy 13-31 L



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	
C CIRCLING	2640-1 703 (800-1)	2720-1 783 (800-1)	NA	

GARRISON, NORTH DAKOTA
Amdt 2 13SEP18

47°39′N-101°26′W

GARRISON MUNI (DØ5)
RNAV (GPS) RWY 31

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 93921 W13A	APP CRS 135°	Rwy Idg 4400 TDZE 2061 Apt Elev 2062

RNAV (GPS) RWY 13

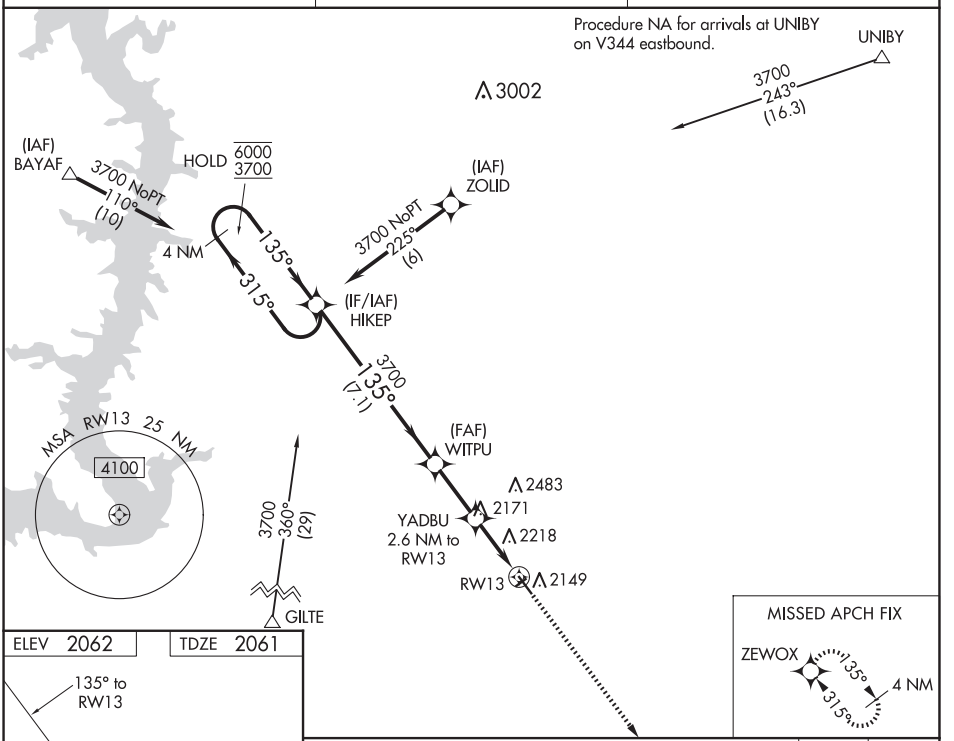
GETTYSBURG MUNI (ØD8)

RNP APCH-GPS.

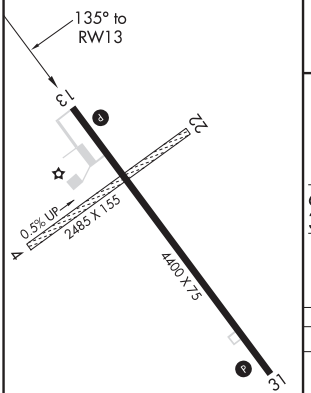
T A NA — Circling NA to Rwys 4 and 22. Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Pierre altimeter setting.

MISSED APPROACH: Climb to 3500 direct ZEWOX and hold.

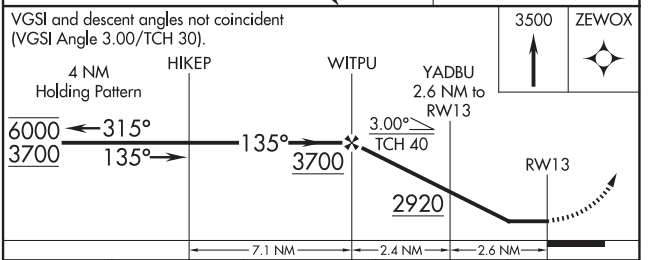
AWOS-3P	MINNEAPOLIS CENTER	UNICOM
119.275	125.1 269.1	122.8 (CTAF) L



ELEV 2062 TDZE 2061



LIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LP MDA	2560-1	499 (500-1)	2560-1 3/8	NA
			499 (500-1 3/8)	
LNAV MDA	2620-1	559 (600-1)	2620-1 5/8	NA
			559 (600-1 5/8)	
C CIRCLING	2660-1	598 (600-1)	2820-2 1/4	NA
			758 (800-2 1/4)	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

GETTYSBURG MUNI (ØD8)

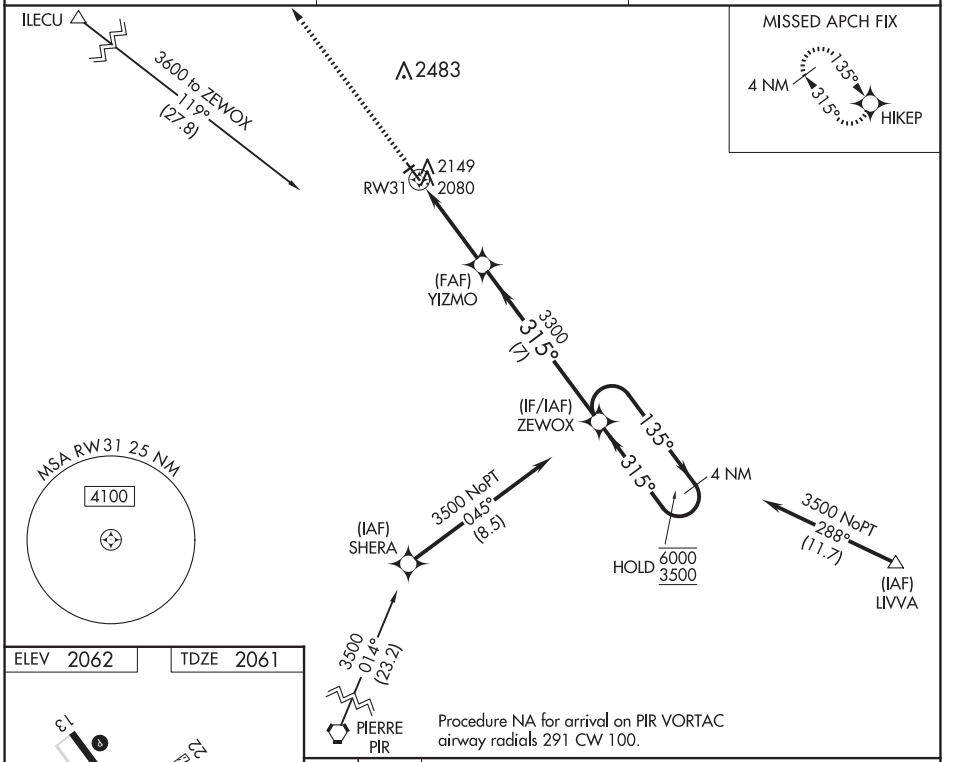
WAAS	APP CRS	Rwy Idg	4400
CH 56422	315°	TDZE	2061
W31A		Apt Elev	2062

RNP APCH-GPS.

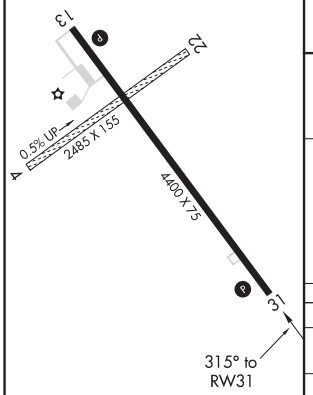
T A NA Circling NA to Rwys 4 and 22. Circling Rwy 13 NA at night. When local altimeter setting not received, use Pierre altimeter setting.

MISSED APPROACH: Climb to 3700 direct HIKEP and hold.

AWOS-3P	MINNEAPOLIS CENTER	UNICOM
119.275	125.1 269.1	122.8 (CTAF) L



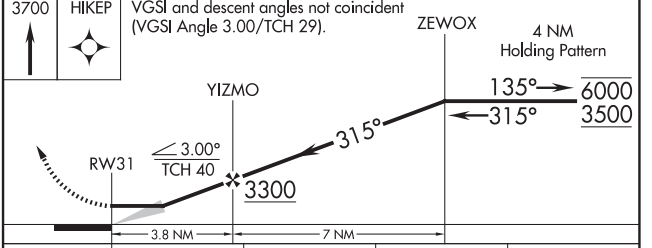
ELEV 2062 TDZE 2061



LIRL Rwy 13-31 L

3700 HIKEP

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 29).



CATEGORY	A	B	C	D
LP MDA	2460-1	399 (400-1)	2460-1⅛ 399 (400-1⅛)	NA
LNAV MDA	2580-1	519 (600-1)	2580-1⅜ 519 (600-1⅜)	NA
C CIRCLING	2660-1	598 (600-1)	2820-2¼ 758 (800-2¼)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg 3799
CH 45642	290°	TDZE 2091
W29A		Apt Elev 2091

RNAV (GPS) RWY 29

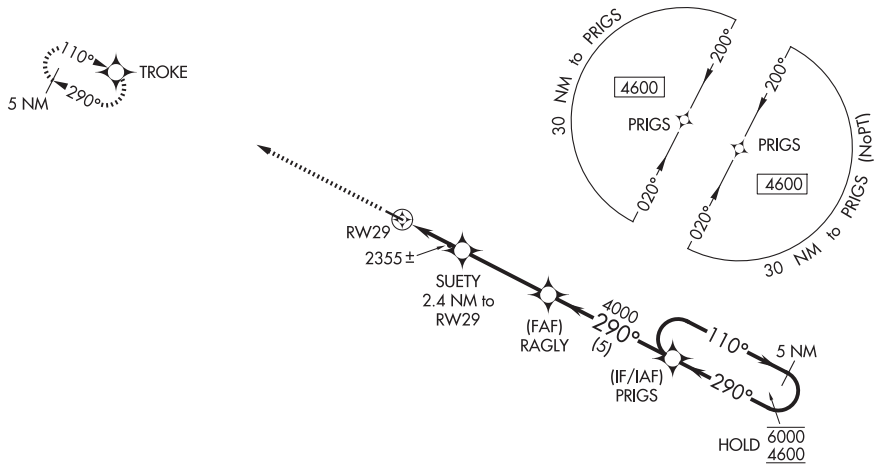
GLEN ULLIN RGNL (D57)

RNP APCH.

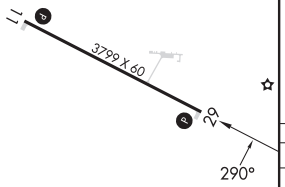
Rwy 29 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 4600 direct TROKE and hold.

AWOS-3P	MINNEAPOLIS CENTER	CTAF
118.75	124.25 236.825	122.9 (L)



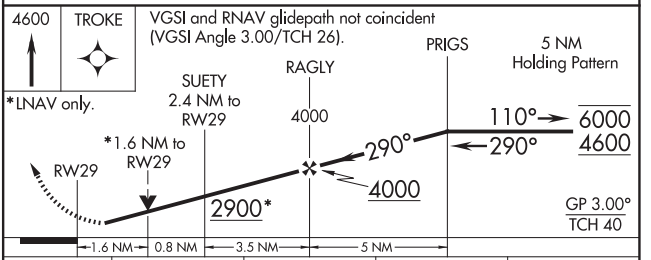
ELEV 2091 TDZE 2091



4600 TROKE

*LNAV only.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).



CATEGORY	A	B	C	D
LPV DA	2341-1 250 (300-1)			NA
LNAV/VNAV DA	2561-1⅜ 470 (500-1⅜)			NA
LNAV MDA	2620-1 529 (600-1)		2620-1½ 529 (600-1½)	NA
CIRCLING	2640-1 549 (600-1)	2680-1 589 (600-1)	2800-2 709 (800-2)	NA

MIRL Rwy 11-29 (L)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 13

GLENCOE MUNI (GYL)

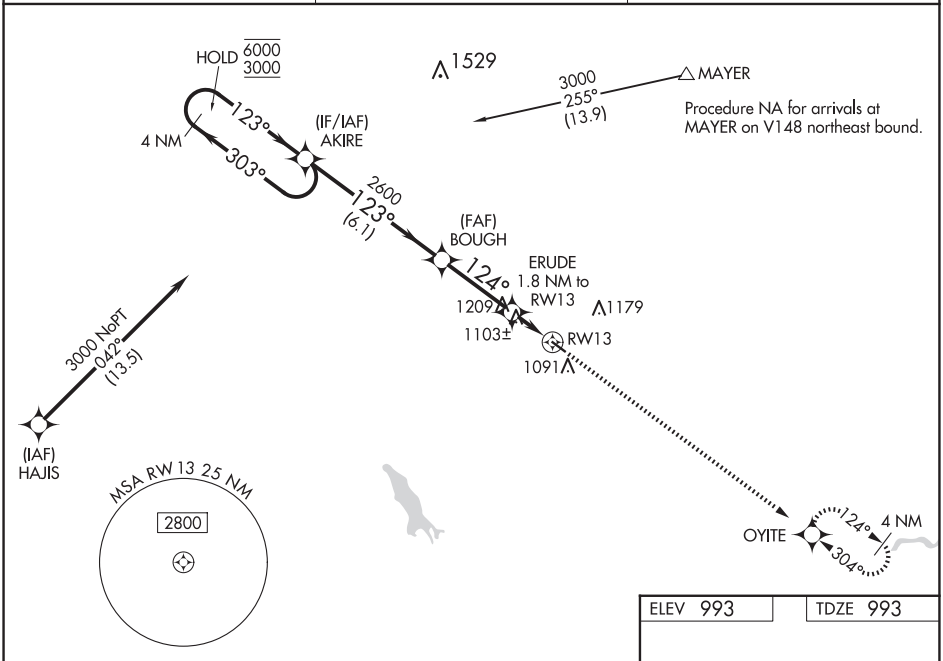
WAAS CH 99437 W13A	APP CRS 124°	Rwy Idg 3300 TDZE 993 Apt Elev 993

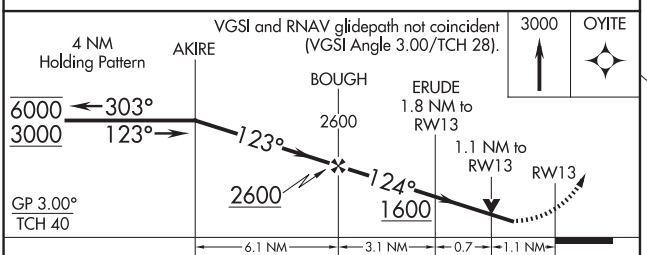
RNP APCH - GPS.

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. Rwy 13 helicopter visibility reduction below ¾ 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.

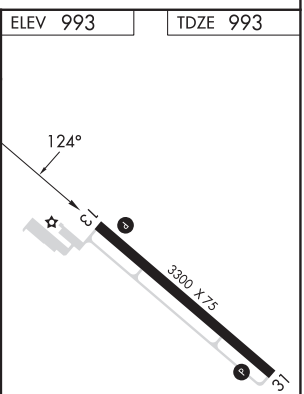
MISSED APPROACH: Climb to 3000 direct OYITE and hold.

AWOS-3	MINNEAPOLIS APP CON	UNICOM
119.625	134.7 284.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1274-1	281 (300-1)	NA	
LNAV/VNAV DA	1360-1	367 (400-1)	NA	
LNAV MDA	1360-1	367 (400-1)	NA	
C CIRCLING	1420-1 427 (500-1)	1480-1 487 (500-1)	NA	



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 48937 W31A	APP CRS 304°	Rwy Idg 3300 TDZE 992 Apt Elev 993

RNAV (GPS) RWY 31

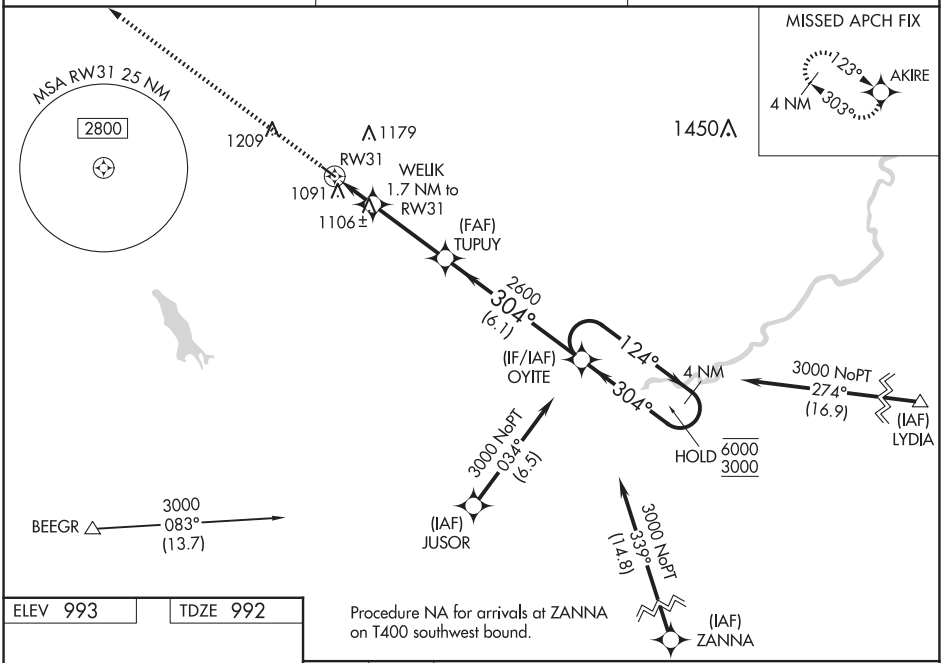
GLENCOE MUNI (GYL)

RNP APCH - GPS.

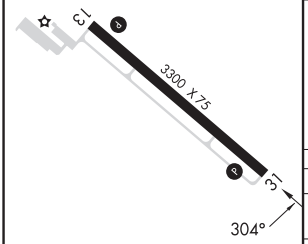
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Hutchinson altimeter setting. When local altimeter setting not received, use Hutchinson altimeter setting: increase LPV DA to 1285 feet; increase LNAV/VNAV DA to 1296 feet; increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct AKIRE and hold.

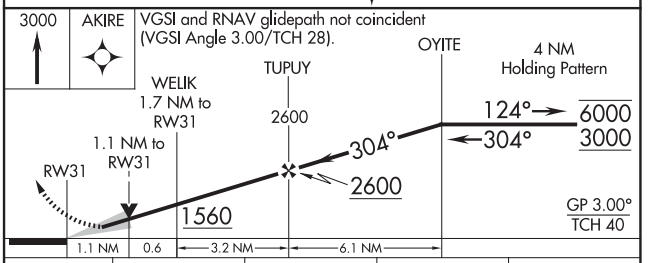
AWOS-3	MINNEAPOLIS APP CON	UNICOM
119.625	134.7 284.7	122.8 (CTAF) L



ELEV 993 TDZE 992



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1242-⅞	250 (300-⅞)	NA	
LNAV/VNAV DA	1253-⅞	261 (300-⅞)	NA	
LNAV MDA	1360-1	368 (400-1)	NA	
C CIRCLING	1420-1 427 (500-1)	1480-1 487 (500-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

GLENWOOD, MINNESOTA AL-6556 (FAA) 21140

RNAV (GPS) RWY 15

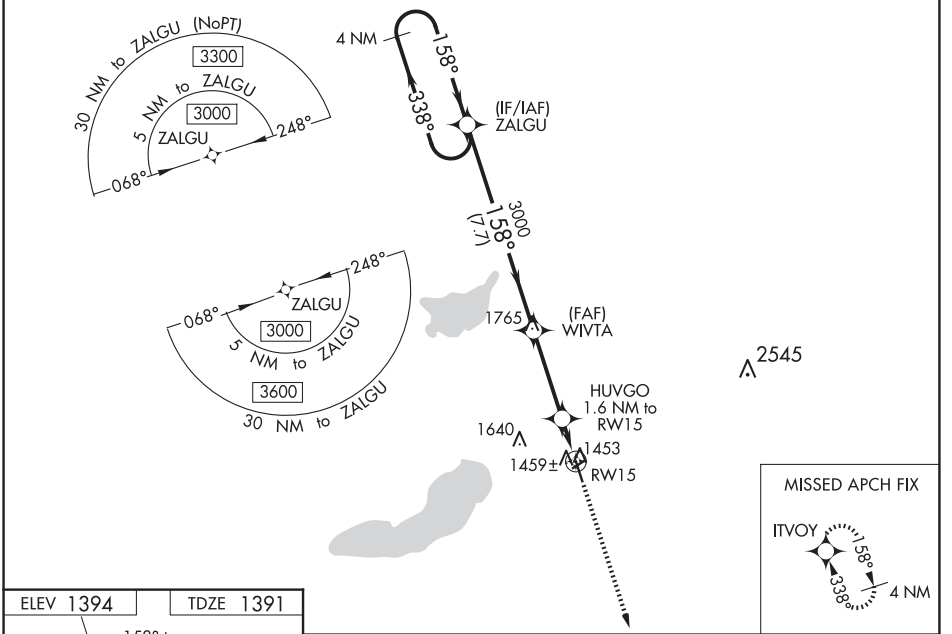
GLENWOOD MUNI (GHW)

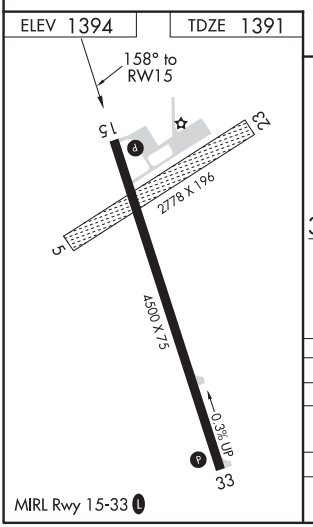
WAAS	APP CRS	Rwy Idg	4500
CH 70333	158°	TDZE	1391
W15A		Apt Elev	1394

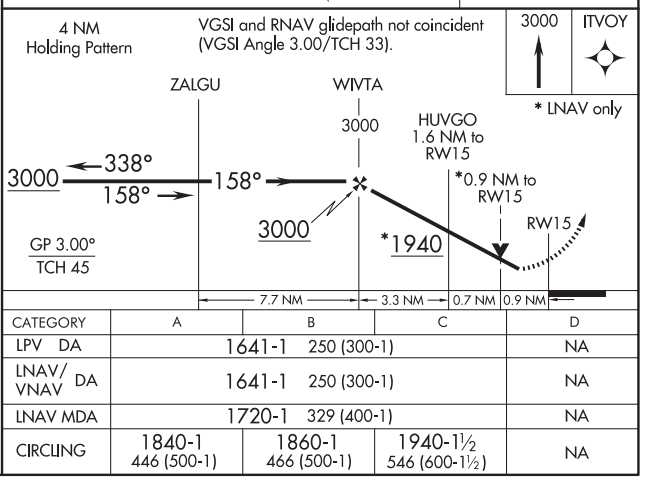
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Alexandria altimeter setting and increase DA 36 feet and all MDA 40 feet. Baro-VNAV and VDP NA when using Alexandria altimeter setting. Circling NA to Rwys 5/23.

MISSED APPROACH: Climb to 3000 direct ITVOY and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
118.925	126.1 269.2	121.725	122.9 L







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 (600-1½)	NA

GLENWOOD, MINNESOTA

Orig-C 20MAY21

45°39′N-95°19′W

GLENWOOD MUNI (GHW)

RNAV (GPS) RWY 15

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 33

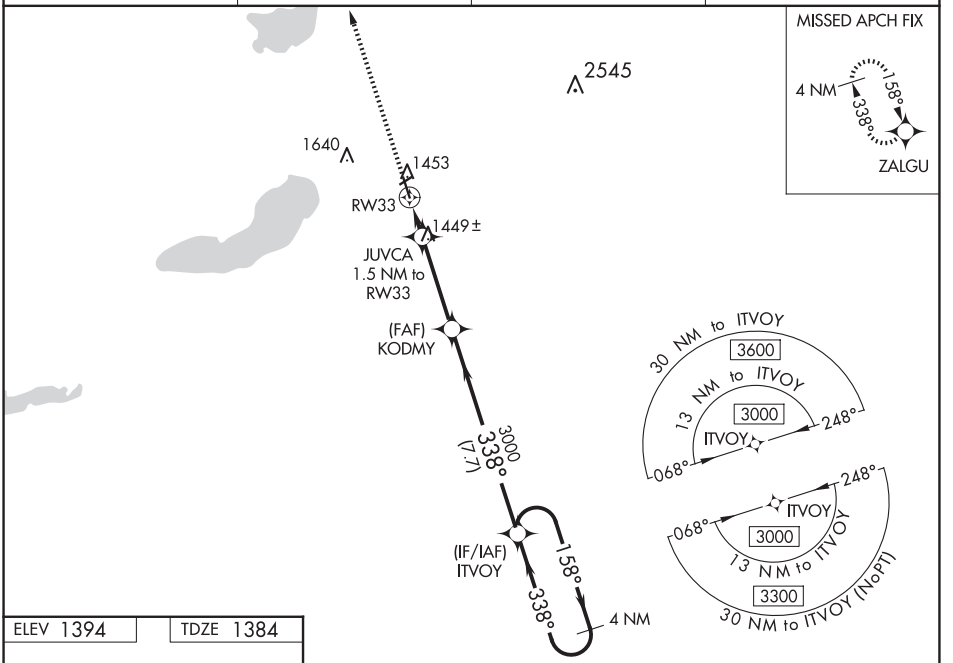
GLENWOOD MUNI (GHW)

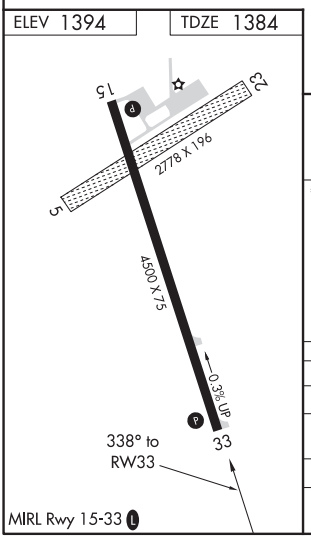
WAAS	APP CRS	Rwy Idg	4500
CH 77931	338°	TDZE	1384
W33A		Apt Elev	1394

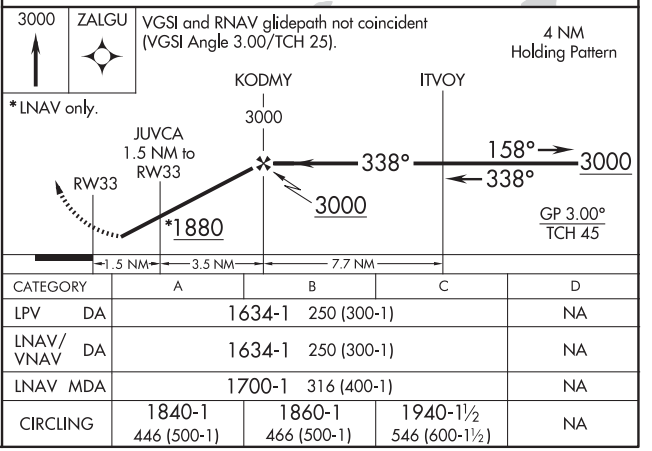
Baro-VNAV NA when using Alexandria altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Alexandria altimeter setting and increase 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	MINNEAPOLIS CENTER	GCO	CTAF
118.925	126.1 269.2	121.725	122.9 L







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	1840-1 446 (500-1)	1860-1 466 (500-1)	1940-1½ 546 (600-1½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

GLENWOOD, MINNESOTA | AL-6556 (FAA) | 22139

VOR/DME AXN	APP CRS	Rwy Idg	4500
115.95	003°	TDZE	1384
Chan 106(Y)		Apt Elev	1394

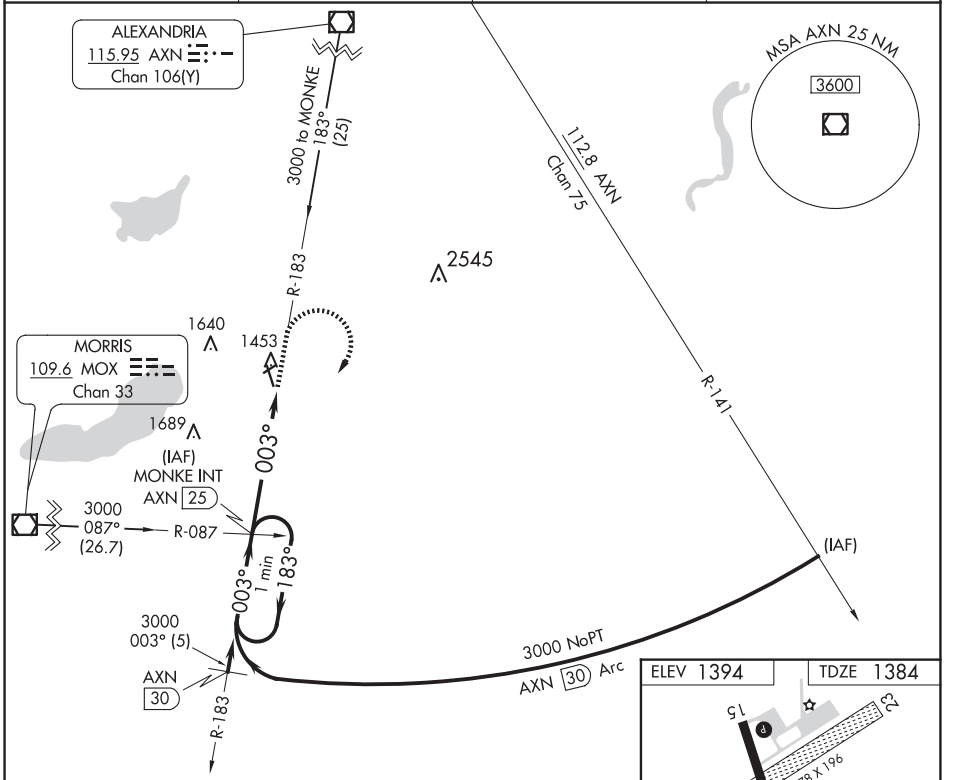
VOR RWY 33

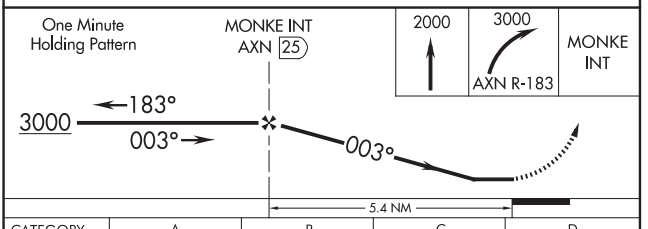
GLENWOOD MUNI (GHW)

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.

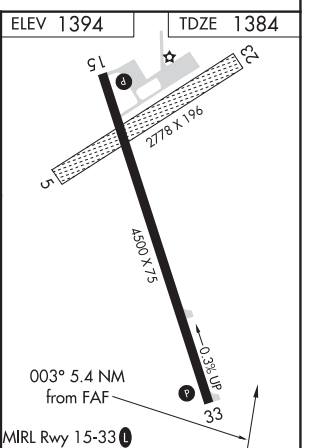
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via AXN R-183 to MONKE INT/25 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
118.925	126.1 269.2	121.725	122.9 L





CATEGORY	A	B	C	D
S-33	1880-1	496 (500-1)	1880-1¼ 496 (500-1¼)	NA
CIRCLING	1880-1	486 (500-1)	1940-1½ 546 (600-1½)	NA



FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

GLENWOOD, MINNESOTA
Amdt 2D 20MAY21

45°39′N-95°19′W

GLENWOOD MUNI (GHW)
VOR RWY 33

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

HUTSON FLD (GAF)

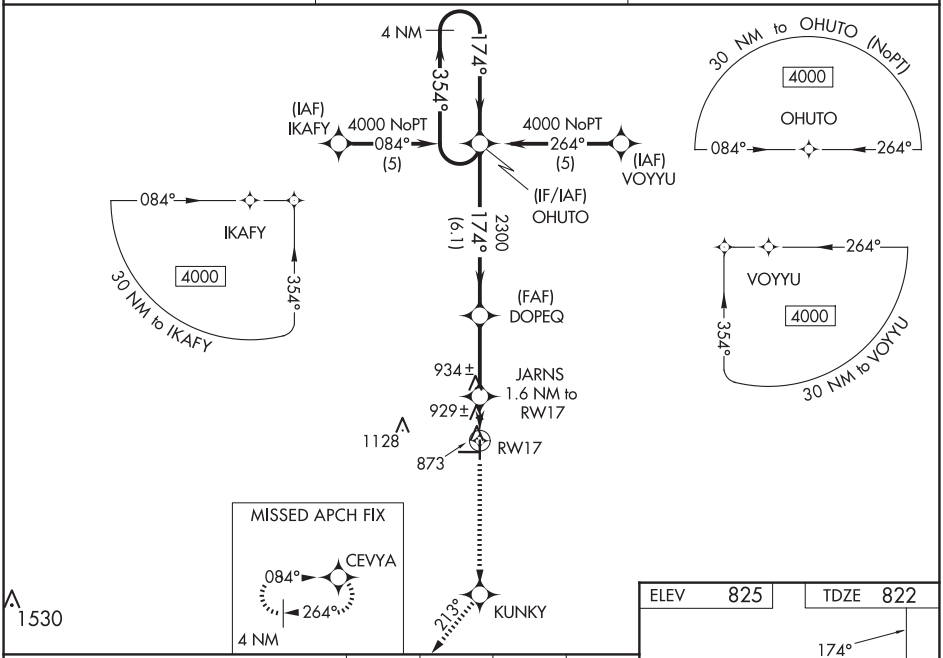
WAAS	APP CRS	Rwy Idg	3898
CH 53518	174°	TDZE	822
W17A		Apt Elev	825

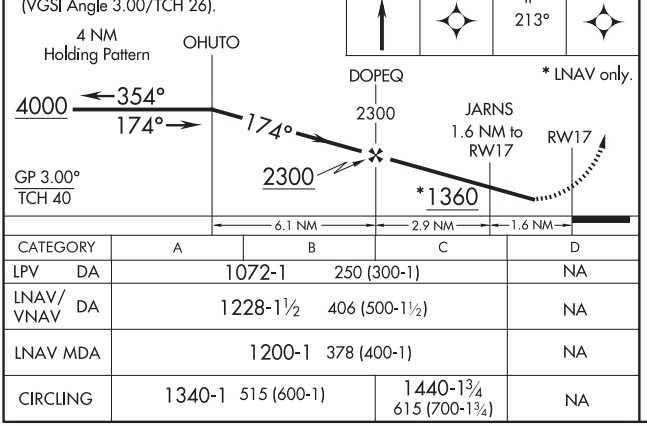
RNP APCH - GPS.

T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 17 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Grand Forks Intl altimeter setting: increase LPV DA to 1141 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1297 feet and all visibilities ¼ SM; increase all MDA's 80 feet and visibility LNAV and circling Cat C ¼ SM. Baro-VNAV NA when using Grand Forks Intl altimeter setting. Circling NA to Rwys 8 and 26.

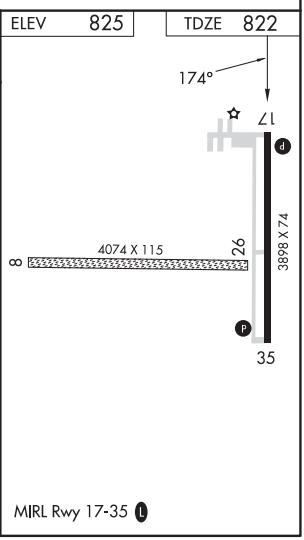
MISSED APPROACH: Climb to 4000 direct KUNKY and on track 213° to CEVYA and hold, continue climb-in-hold to 4000.

AWOS-3	GRAND FORKS APP CON*	UNICOM
118.625	118.1 318.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1072-1	250 (300-1)		NA
LNAV/VNAV DA	1228-1½	406 (500-1½)		NA
LNAV MDA	1200-1	378 (400-1)		NA
CIRCLING	1340-1	515 (600-1)	1440-1¾ 615 (700-1¾)	NA



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

GRAFTON, NORTH DAKOTA | AL-9022 (FAA) | 22307

WAAS CH 82518 W35A	APP CRS 354°	Rwy Idg 3898 / TDZE 822 / Apt Elev 825

RNAV (GPS) RWY 35

HUTSON FLD (GAF)

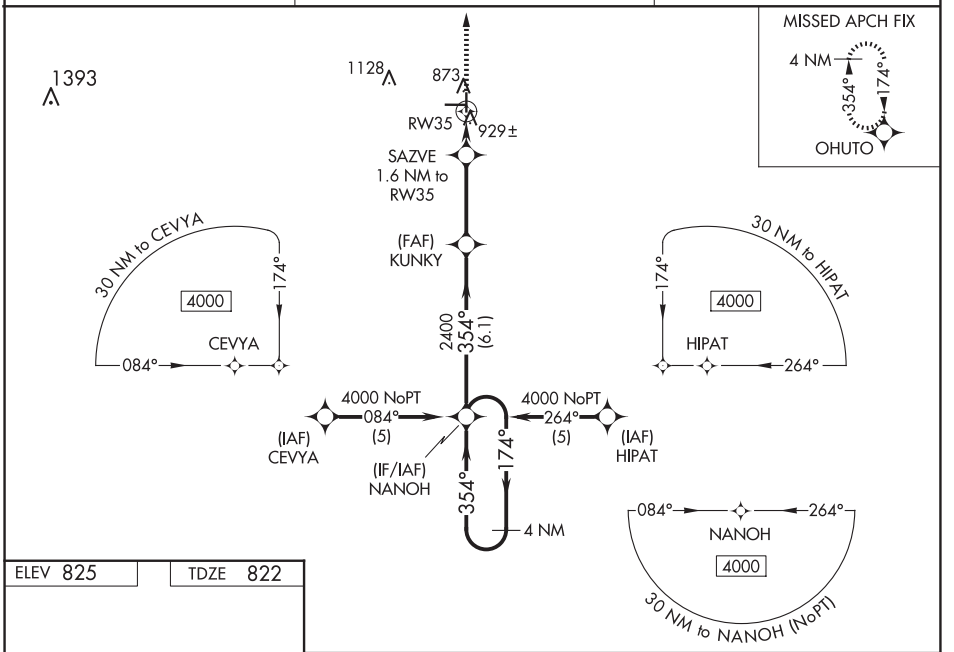
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Grand Forks Intl altimeter setting: increase LPV DA to 1141 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1268 feet and all visibilities ¼ SM; increase all MDA's 80 feet and visibility circling Cat C ¼ SM. Baro-VNAV NA when using Grand Forks Intl altimeter setting. Circling NA to Rwys 8 and 26.

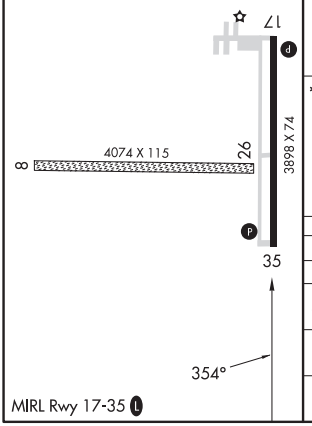
NA

MISSED APPROACH: Climb to 4000 direct OHUTO and hold, continue climb-in-hold to 4000.

AWOS-3	GRAND FORKS APP CON★	UNICOM
118.625	118.1 318.1	122.8 (CTAF) L



ELEV 825 | TDZE 822

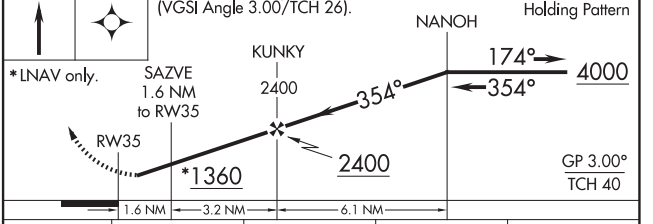


MIRL Rwy 17-35 L

4000 | OHUTO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1072-1 250 (300-1)			NA
LNAV/VNAV DA	1199-1¼ 377 (400-1¼)			NA
LNAV MDA	1180-1 358 (400-1)			NA
CIRCLING	1340-1 515 (600-1)		1440-1¾ 615 (700-1¾)	NA

GRAFTON, NORTH DAKOTA
Orig-A 03NOV22

48° 24'N-97° 22'W

HUTSON FLD (GAF)

RNAV (GPS) RWY 35

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 35L

GRAND FORKS INTL (GFK)

LOC/DME I-GFK	APP CRS	Rwy Ldg	7351
109.1	354°	TDZE	845
Chan 28		Apt Elev	845

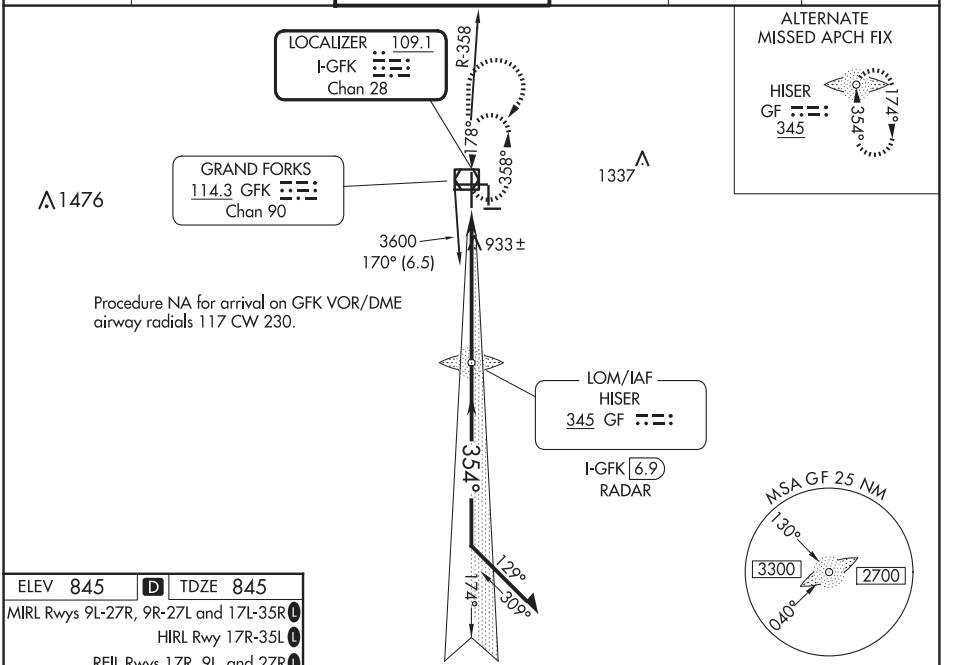
ADF or DME or RADAR required.

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.

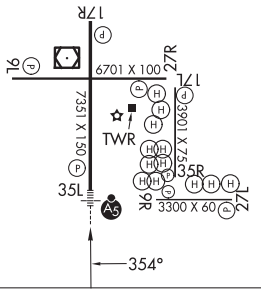
MALSR

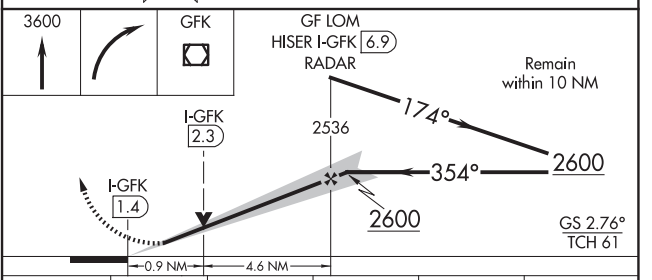
MISSED APPROACH: Climb to 3600 then right turn direct GFK VOR/DME and hold.

ATIS	GRAND FORKS APP CON ★	GRAND FORKS TOWER★	GND CON	CLNC DEL	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 350.35	124.575	135.725	122.95



ELEV 845	D	TDZE 845
MIRL Rwys 9L-27R, 9R-27L and 17L-35R L		
HIRL Rwy 17R-35L L		
REIL Rwys 17R, 9L, and 27R L		





FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

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 (400-⅝)		
C CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1400-1½ 555 (600-1½)	1420-2 575 (600-2)	1520-2½ 675 (700-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

GRAND FORKS, NORTH DAKOTA AL-5187 (FAA) 25163

RNAV (GPS) RWY 9L

GRAND FORKS INTL (GFK)

WAAS CH 58104 W09A	APP CRS 084°	Rwy Ldg 6701 TDZE 845 Apt Elev 845

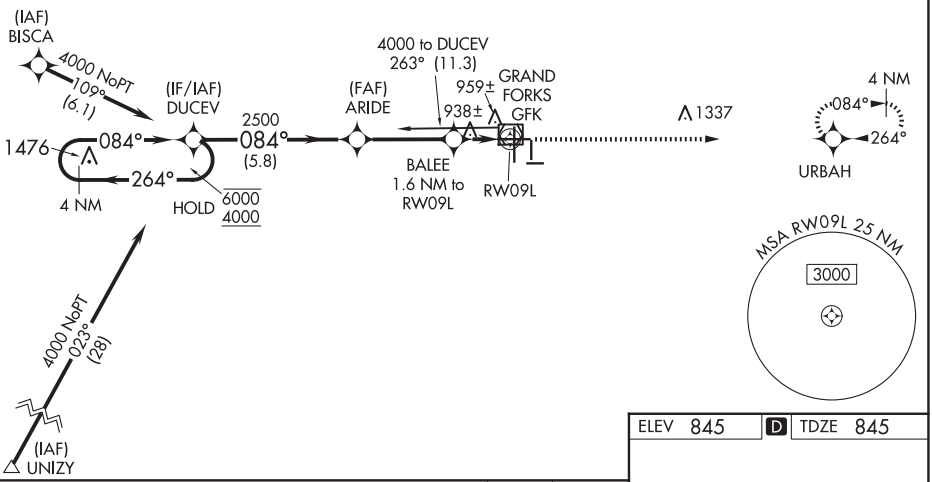
RNP APCH - GPS.

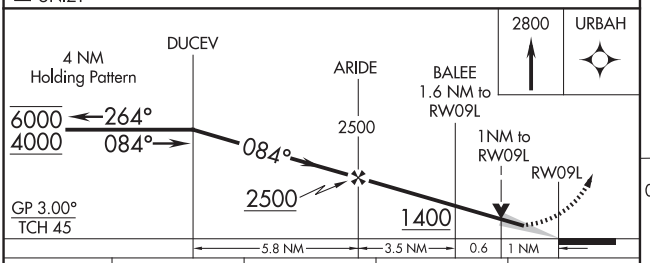
T Baro-VNAV and VDP NA when using CKN altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When A local altimeter setting not received, use CKN altimeter setting and increase LPV DA to 1106 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 1156 feet and all visibilities ⅛ 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	GRAND FORKS APP CON ★	GRAND FORKS TOWER ★	GND CON	CLNC DEL	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 350.35	124.575	135.725	122.95

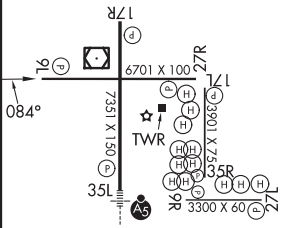
Procedure NA for arrivals at GFK VOR/DME on V55 northeast bound.





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)		
C CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1400-1½ 555 (600-1½)	1420-2 575 (600-2)

ELEV 845 D TDZE 845



MIRL Rwys 9L-27R, 9R-27L and 17L-35R L
HIRL Rwy 17R-35L L
REIL Rwys 17R, 9L, and 27R L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17L

GRAND FORKS INTL (GFK)

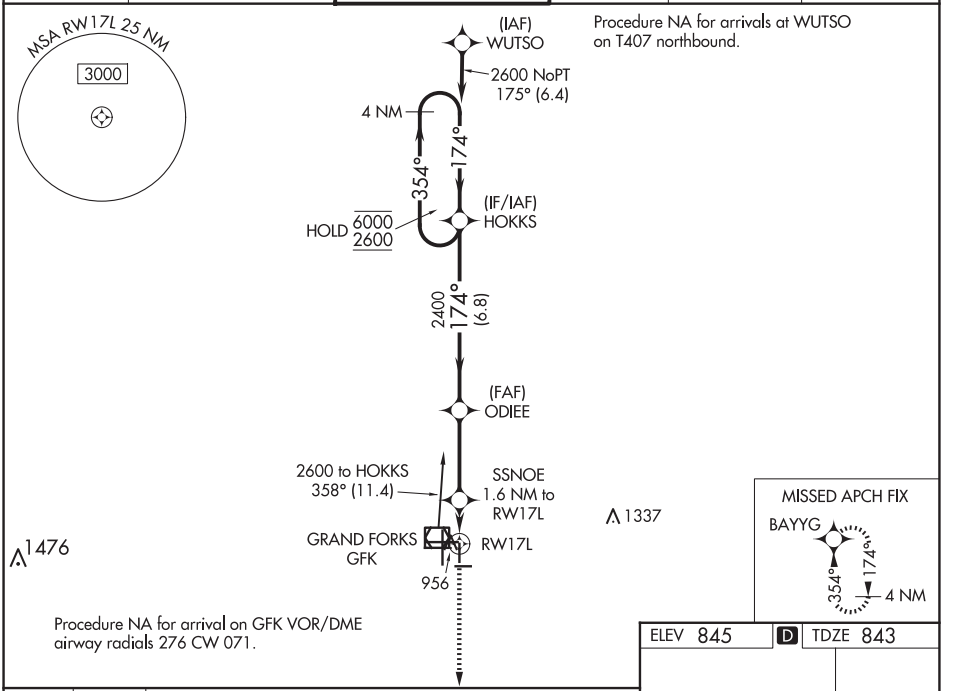
WAAS	APP CRS	Rwy Ldg	3901
CH 72747	174°	TDZE	843
W17B		Apt Elev	845

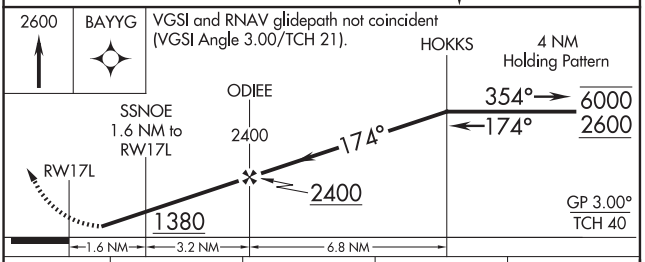
RNP APCH - GPS.

Rwy 17L helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

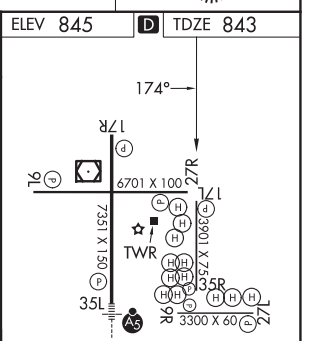
MISSED APPROACH: Climb to 2600 direct BAYYG and hold.

ATIS	GRAND FORKS APP CON★	GRAND FORKS TOWER★	GND CON	CLNC DEL	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 350.35	124.575	135.725	122.95





CATEGORY	A	B	C	D
LPV DA	1093-¾ 250 (300-¾)			
LNAV/VNAV DA	1117-⅞ 274 (300-⅞)			
LNAV MDA	1220-1 377 (400-1)			
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1400-1½ 555 (600-1½)	1420-2 575 (600-2)



MIRL Rwys 9L-27R, 9R-27L and 17L-35R L
HIRL Rwy 17R-35L L
REIL Rwys 17R, 9L, and 27R L

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

GRAND FORKS, NORTH DAKOTA | AL-5187 (FAA) | 25163

RNAV (GPS) RWY 17R

GRAND FORKS INTL (GFK)

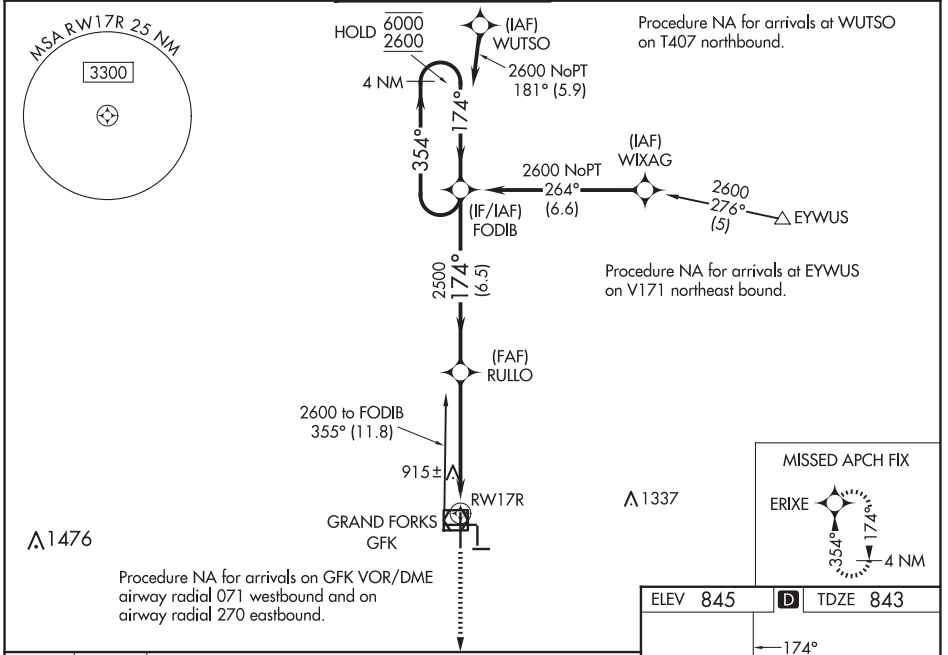
WAAS	APP CRS	Rwy Ldg	7351
CH 63199	174°	TDZE	843
W17A		Apt Elev	845

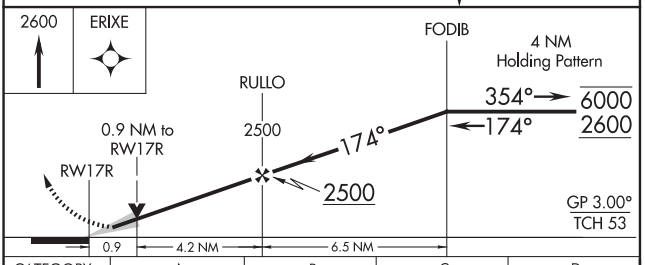
RNP APCH - GPS.

Baro-VNAV NA when using Crookston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. VDP NA with Crookston altimeter setting. When local altimeter setting not received, use Crookston altimeter setting and increase all DA 62 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats visibility ⅛ SM, LNAV Cats C/D visibility ⅛ SM, and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2600 direct ERIXE and hold.

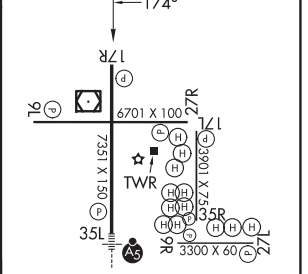
ATIS	GRAND FORKS APP CON★	GRAND FORKS TOWER★	GND CON	CLNC DEL	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 350.35	124.575	135.725	122.95





CATEGORY	A	B	C	D
LPV DA	1043-¾ 200 (200-¾)			
LNAV/VNAV DA	1093-¾ 250 (300-¾)			
LNAV MDA	1180-1 337 (400-1)			
C CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1400-1½ 555 (600-1½)	1420-2 575 (600-2)

ELEV 845 | D | TDZE 843



MIRL Rwys 9L-27R, 9R-27L and 17L-35R L
HIRL Rwy 17R-35L L
REIL Rwys 17R, 9L, and 27R L

GRAND FORKS, NORTH DAKOTA
Amdt 1B 26DEC24

47°57′N-97°11′W

GRAND FORKS INTL (GFK)

RNAV (GPS) RWY 17R

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78104 W27A	APP CRS 264°	Rwy Ldg 6701 TDZE 843 Apt Elev 845

RNAV (GPS) RWY 27R

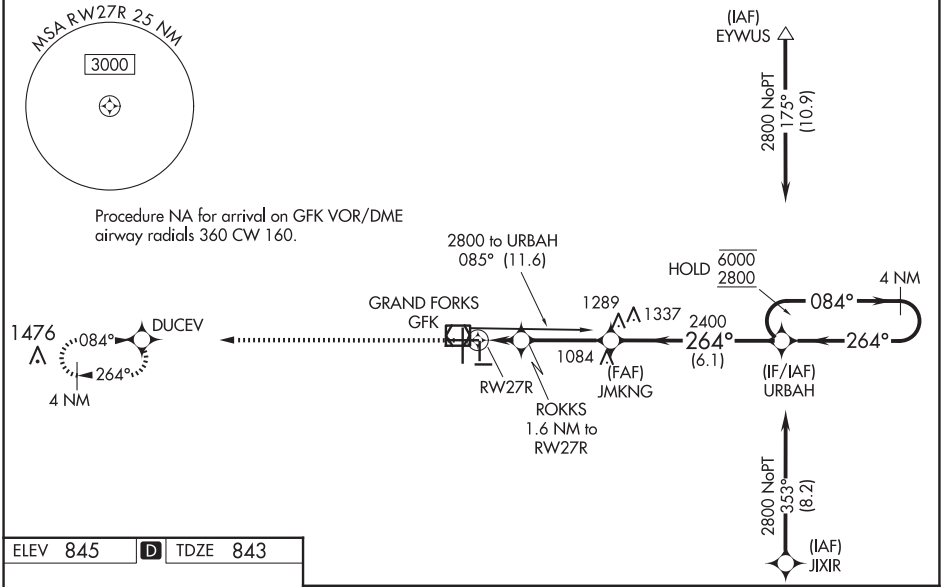
GRAND FORKS INTL (GFK)

RNP APCH - GPS.

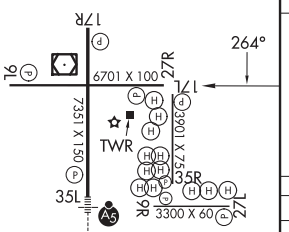
T A Baro-VNAV and VDP NA when using CKN altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use CKN altimeter setting and increase LPV DA to 1104 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 1178 feet and all visibilities ⅛ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ⅜ SM, and Circling visibility Cat C ¼ SM.

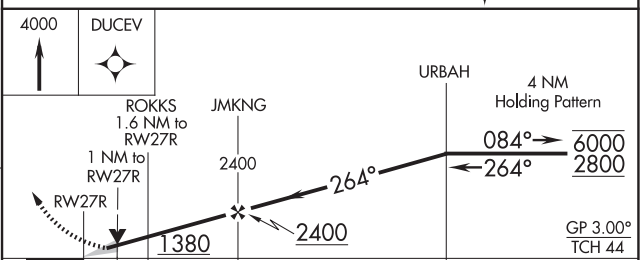
MISSED APPROACH: Climb to 4000 direct DUCEV and hold, continue climb-in-hold to 4000.

ATIS	GRAND FORKS APP CON ★	GRAND FORKS TOWER★	GND CON	CLNC DEL	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 350.35	124.575	135.725	122.95



ELEV 845 D TDZE 843





CATEGORY	A	B	C	D
LPV DA	1043-¾	200 (200-¾)		
LNAV/VNAV DA	1117-⅞	274 (300-⅞)		
LNAV MDA	1220-1	377 (400-1)		
C CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1400-1½ 555 (600-1½)	1420-2 575 (600-2)

MIRL Rwys 9L-27R, 9R-27L and 17L-35R L
HIRL Rwy 17R-35L L
REIL Rwys 17R, 9L, and 27R L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

GRAND FORKS, NORTH DAKOTA AL-5187 (FAA) 25163

RNAV (GPS) RWY 35L

GRAND FORKS INTL (GFK)

WAAS	APP CRS	Rwy Ldg	7351
CH 70313	354°	TDZE	845
W35A		Apt Elev	845

RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For Inop ALS, increase LNAV/VNAV Cat D visibility to RVR 5000 and LNAV Cat C/D visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 2600 direct FODIB and hold.

ATIS	GRAND FORKS APP CON ★	GRAND FORKS TOWER ★	GND CON	CLNC DEL	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 350.35	124.575	135.725	122.95

Procedure NA for arrival on GFK VOR/DME airway radials 112 CW 234.

MISSED APCH FIX

4 NM 354° 174° FODIB

1337

1476

GRAND FORKS GFK

RW35L

2600 to ERIXE 173° (12.2)

943

(FAF) JAGBI

2600 354° (6)

(IAF) IGIME 2600 NoPT 084° (5)

(IF/IAF) ERIXE

354° 174°

4 NM

HOLD 6000 2600

2600 NoPT 328° (8.3)

2600 306° (17.1)

(IAF) JOCOR

SHELS

3000 052° (23.6)

UNIZY

MSA RW35L 25 NM

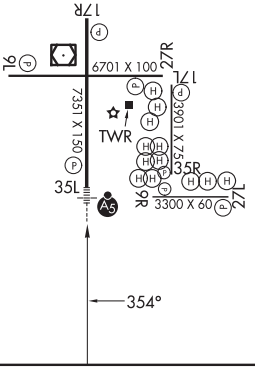
3300

ELEV 845 D TDZE 845

MIRL Rwys 9L-27R, 9R-27L and 17L-35R L

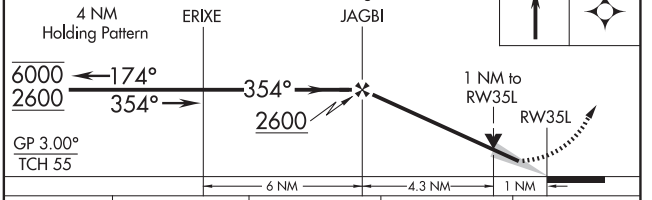
HIRL Rwy 17R-35L L

REIL Rwys 17R, 9L, and 27R L



VGSI and RNAV glidepath not coincident (VGSI Angle 2.76/TCH 61).

2600 FODIB



CATEGORY	A	B	C	D
LPV DA	1095/24 250 (300-½)			
LNAV/VNAV DA	1174/26 329 (400-½)			1174/40 329 (400-¾)
LNAV MDA	1200/24 355 (400-½)		1200/30 355 (400-⅝)	1200/50 355 (400-1)
C CIRCLING	1280-1 435 (500-1)	1300-1 455 (500-1)	1400-1½ 555 (600-1½)	1420-2 575 (600-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78147 W35B	APP CRS 354°	Rwy Ldg 3901 TDZE 844 Apt Elev 845

RNAV (GPS) RWY 35R

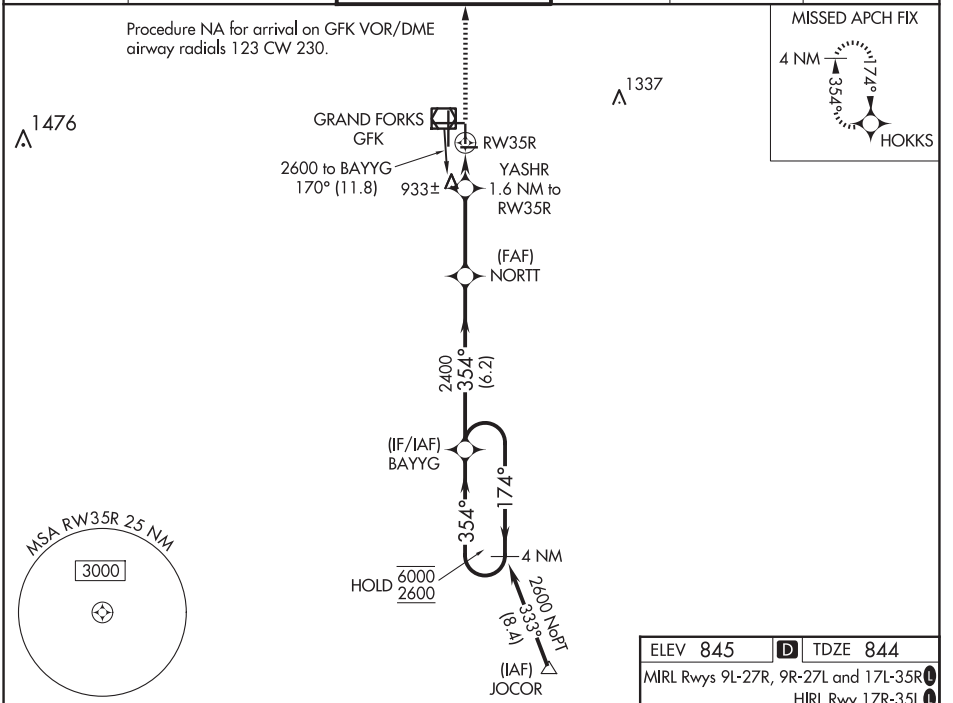
GRAND FORKS INTL (GFK)

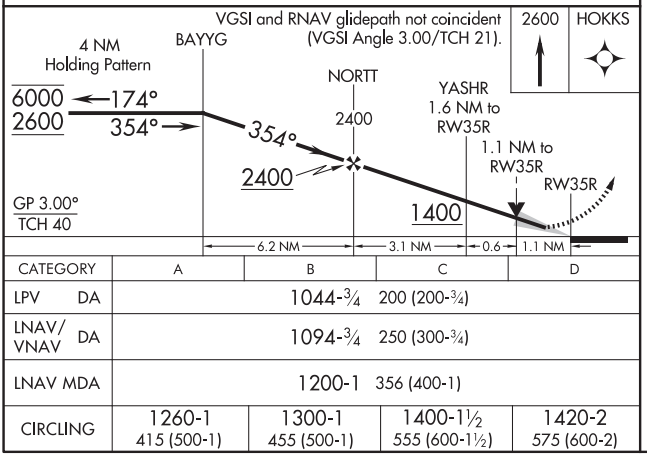
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 2600 direct HOKKS and hold.

ATIS	GRAND FORKS APP CON ★	GRAND FORKS TOWER ★	GND CON	CLNC DEL	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 350.35	124.575	135.725	122.95





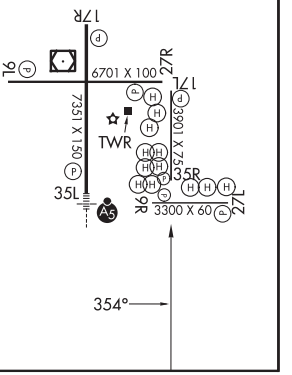
CATEGORY	A	B	C	D
LPV DA	1044-¾ 200 (200-¾)			
LNAV/VNAV DA	1094-¾ 250 (300-¾)			
LNAV MDA	1200-1 356 (400-1)			
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1400-1½ 555 (600-1½)	1420-2 575 (600-2)

ELEV 845 D TDZE 844

MIRL Rwys 9L-27R, 9R-27L and 17L-35R L

HIRL Rwy 17R-35L L

REIL Rwys 17R, 9L, and 27R L



NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

GRAND FORKS, NORTH DAKOTA | AL-5187 (FAA) | 25163

LOC BC RWY 17R
GRAND FORKS INTL (GFK)

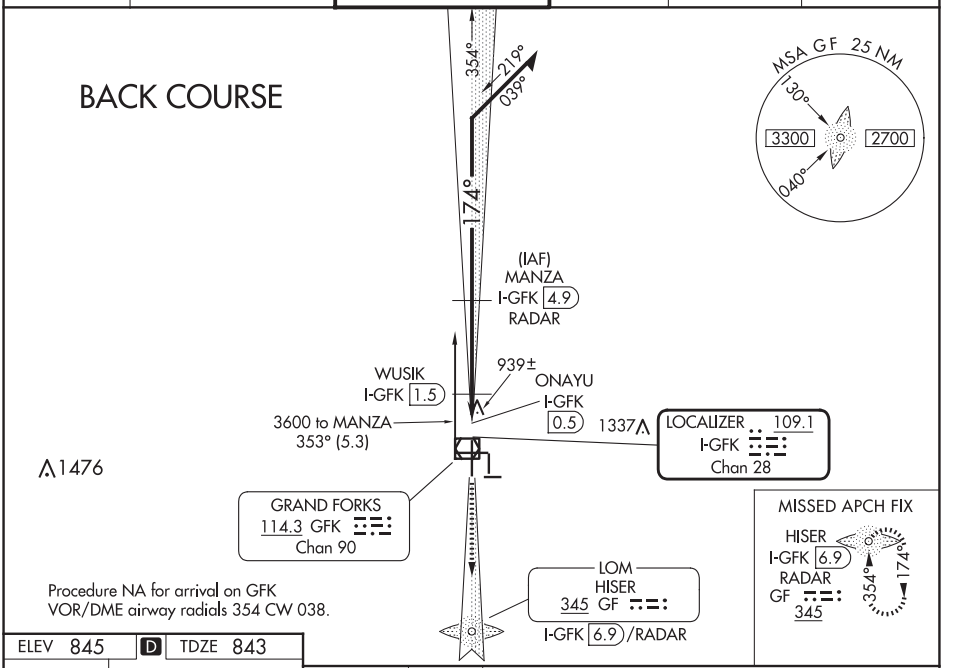
LOC/DME I-GFK	APP CRS	Rwy Ldg	7351
109.1	174°	TDZE	843
Chan 28		Apt Elev	845

DME or ADF or RADAR required.

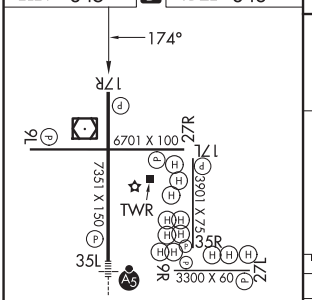
When local altimeter setting not received, use Crookston altimeter setting and increase all MDA 80 feet; increase S-17R Cat C visibility ⅛ SM and Circling Cat C visibility ¼ SM. Increase WUSIK fix minimums S-17R Cat C visibility and Circling Cat C visibility ¼ SM.

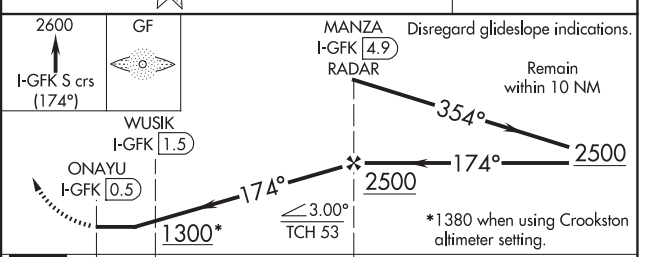
MISSED APPROACH: Climb to 2600 on I-GFK south course (174°) to HISER LOM/I-GFK 6.9 DME/RADAR and hold.

ATIS	GRAND FORKS APP CON ★	GRAND FORKS TOWER ★	GND CON	CLNC DEL	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 350.35	124.575	135.725	122.95



ELEV 845 | D | TDZE 843





MIRL Rwys 9L-27R, 9R-27L and 17L-35R L
HIRL Rwy 17R-35L L
REIL Rwys 17R, 9L, and 27R L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-17R	1300-1 457 (500-1)		1300-1⅜ 457 (500-1⅜)	1300-1½ 457 (500-1½)
C CIRCLING	1300-1 455 (500-1)		1400-1½ 555 (600-1½)	1420-2 575 (600-2)
WUSIK FIX MINIMUMS				
S-17R	1200-1 357 (400-1)			1200-1¼ 357 (400-1¼)
C CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1400-1½ 555 (600-1½)	1420-2 575 (600-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME GFK	APP CRS	Rwy Ldg	7351
114.3	183°	TDZE	843
Chan 90		Apt Elev	845

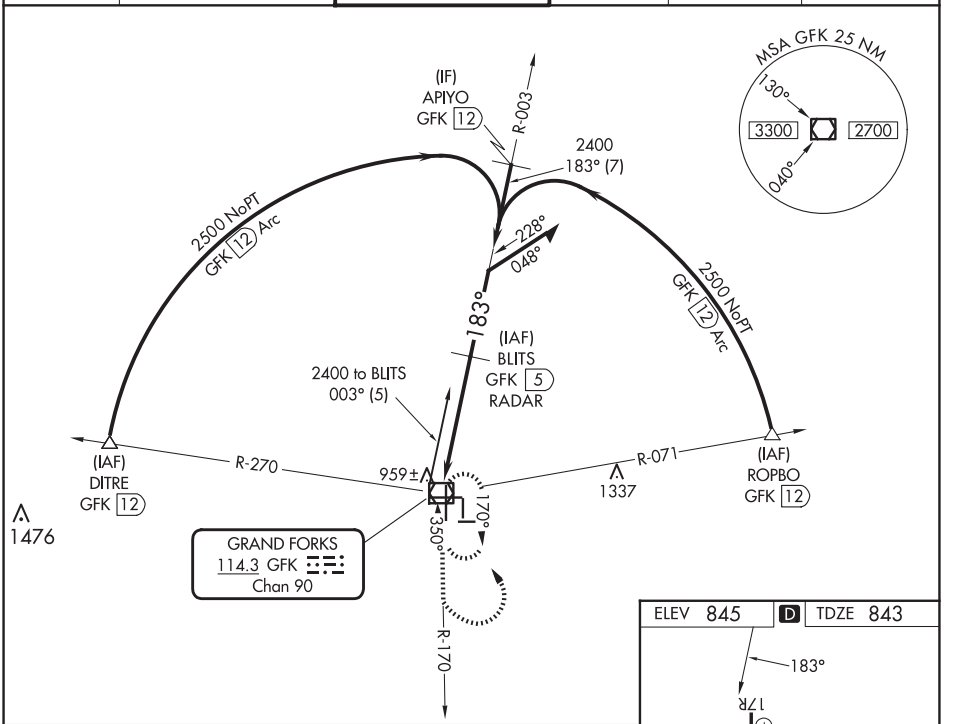
VOR RWY 17R
GRAND FORKS INTL (GFK)

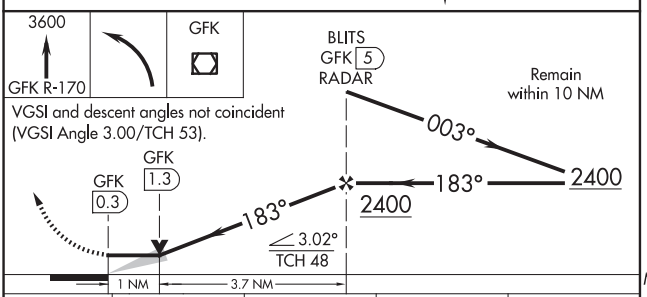
DME or RADAR required.

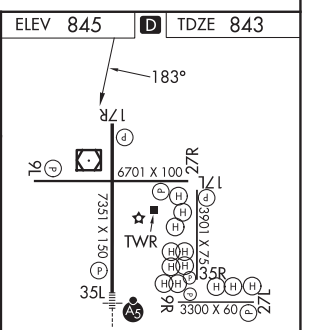
When local altimeter setting not received, use Crookston altimeter setting and increase all MDAs 80 feet; Increase Cat C/D visibility to 1⅜ SM and Circling Cat C visibility ¼ SM.
VDP NA with Crookston altimeter setting.

MISSED APPROACH: Climb to 3600 on GFK VOR/DME R-170 then left turn direct GFK VOR/DME and hold.

ATIS	GRAND FORKS APP CON ★	GRAND FORKS TOWER★	GND CON	CLNC DEL	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 350.35	124.575	135.725	122.95







MIRL Rwys 9L-27R, 9R-27L and 17L-35R L
HIRL Rwy 17R-35L L
REIL Rwys 17R, 9L, and 27R L

CATEGORY	A	B	C	D
S-17R	1220-1 377 (400-1)			1220-1¼ 377 (400-1¼)
C CIRCLING	1280-1 435 (500-1)	1300-1 455 (500-1)	1400-1½ 555 (600-1½)	1420-2 575 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME GFK	APP CRS	Rwy Ldg	7351
114.3	344°	TDZE	845
Chan 90		Apt Elev	845

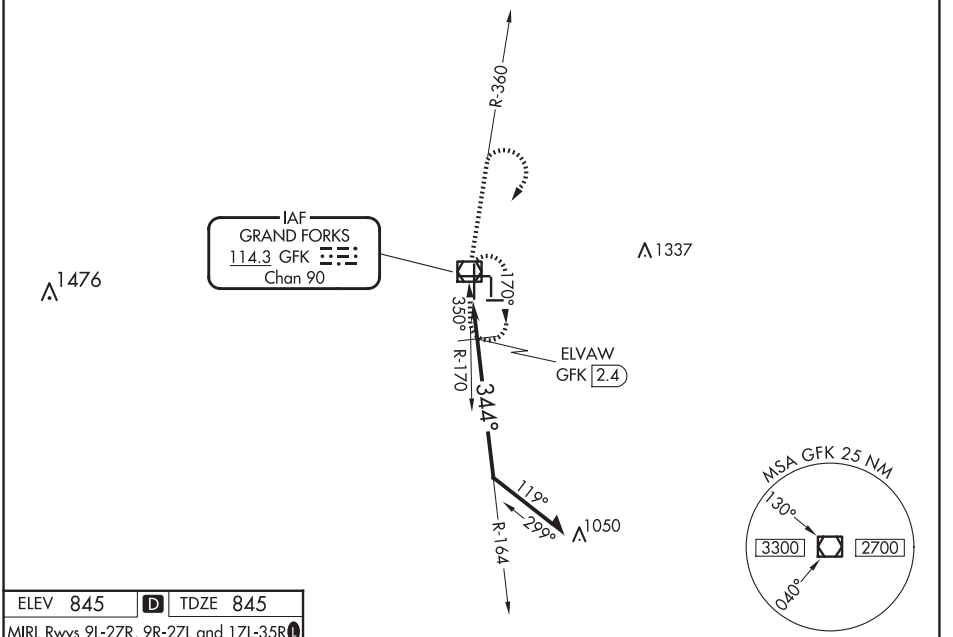
VOR RWY 35L
GRAND FORKS INTL (GFK)

When local altimeter setting not received, use Crookston altimeter setting and increase all MDA 80 feet; increase Cat C/D visibility to 1¼ SM and Circling Cat C visibility ¼ SM. Increase ELVAW 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 1⅜ SM. ELVAW fix minimums: For inop ALS, increase S-35L Cat C/D visibility to RVR 5500.

MALSR

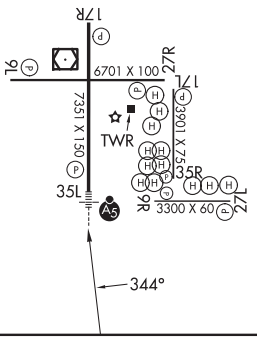
MISSED APPROACH: Climb to 1300 then climb to 3600 on GFK R-360 then right turn direct GFK VOR/DME and hold.

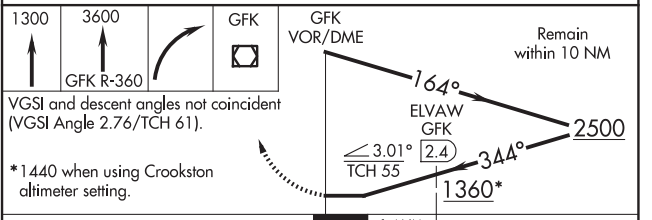
ATIS	GRAND FORKS APP CON ★	GRAND FORKS TOWER★	GND CON	CLNC DEL	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 350.35	124.575	135.725	122.95



ELEV 845 D TDZE 845

MIRL Rwys 9L-27R, 9R-27L and 17L-35R L
HIRL Rwy 17R-35L L
REIL Rwys 17R, 9L, and 27R L





VGSI and descent angles not coincident (VGSI Angle 2.76/TCH 61).

*1440 when using Crookston altimeter setting.

CATEGORY	A	B	C	D
S-35L	1360/24 515 (600-½)		1360/55 515 (600-1)	
C CIRCLING	1360-1 515 (600-1)		1400-1½ 555 (600-1½)	1420-2 575 (600-2)
ELVAW FIX MINIMUMS				
S-35L	1220/24 375 (400-½)		1220/40 375 (400-¾)	
C CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1400-1½ 555 (600-1½)	1420-2 575 (600-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

GRAND FORKS, NORTH DAKOTA

ILS or LOC RWY 18

GRAND FORKS AFB (KRDR)

[USAF]

LOC I-AVA	APCH CRS	Rwy ldg 12,351 / TDZE 900 / Arpt Elev 911
111.3	177°	

RADAR or DME required

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CDE vis to 1¼ miles.

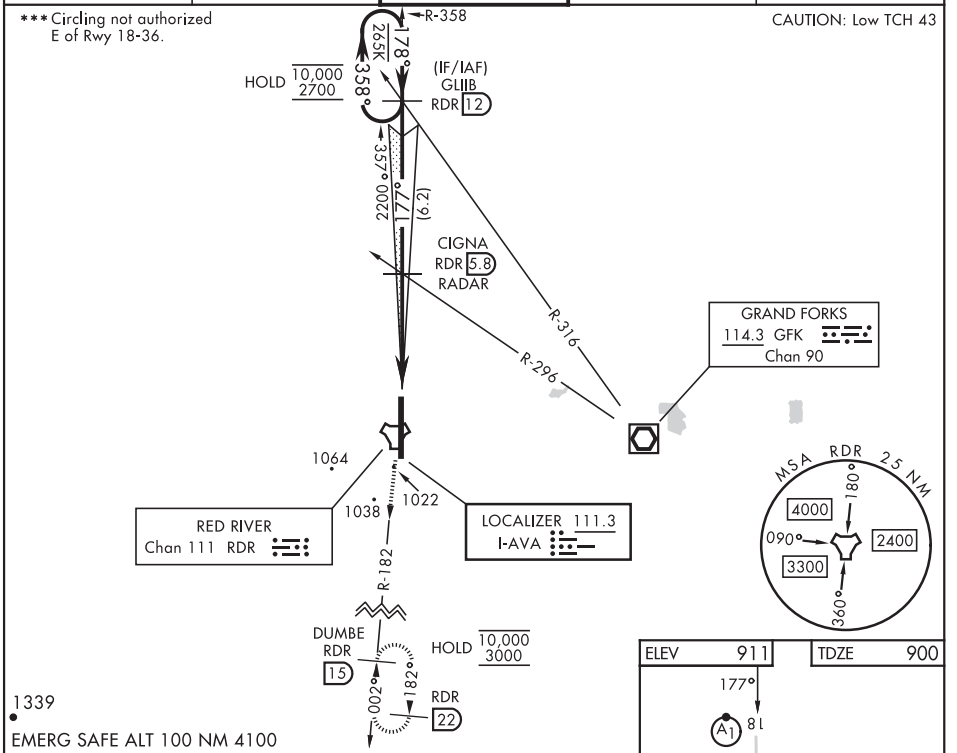
ALSF-1

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

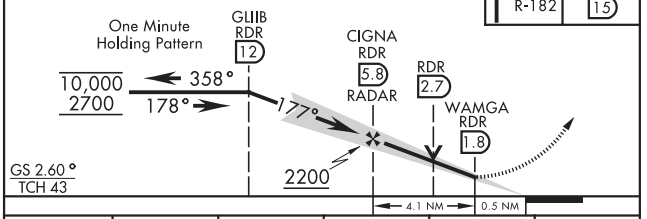
*** Circling not authorized E of Rwy 18-36.

CAUTION: Low TCH 43

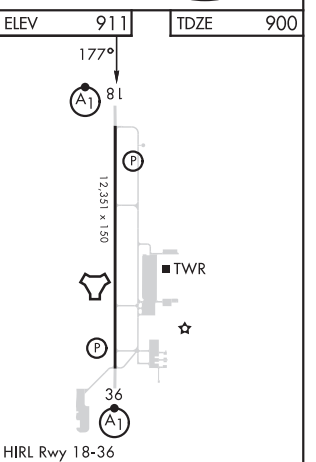


VGSI and ILS glidepath not coincident (VGSI Angle 2.60/TCH 48).

3000 RDR R-182	DUMBE RDR 15



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***	1340-1 429 (500-1)	1380-1 469 (500-1)	1380-1½ 469 (500-1½)	1540-2 629 (700-2)	1560-2¼ 649 (700-2¼)



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

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

GRAND FORKS, NORTH DAKOTA

ILS or LOC RWY 36

GRAND FORKS AFB (KRDR)

LOC I-RDR	APCH CRS	Rwy Idg / TDZE / Arpt Elev
109.9	357°	12,351 / 911 / 911

[USAF]

RADAR or DME required

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.

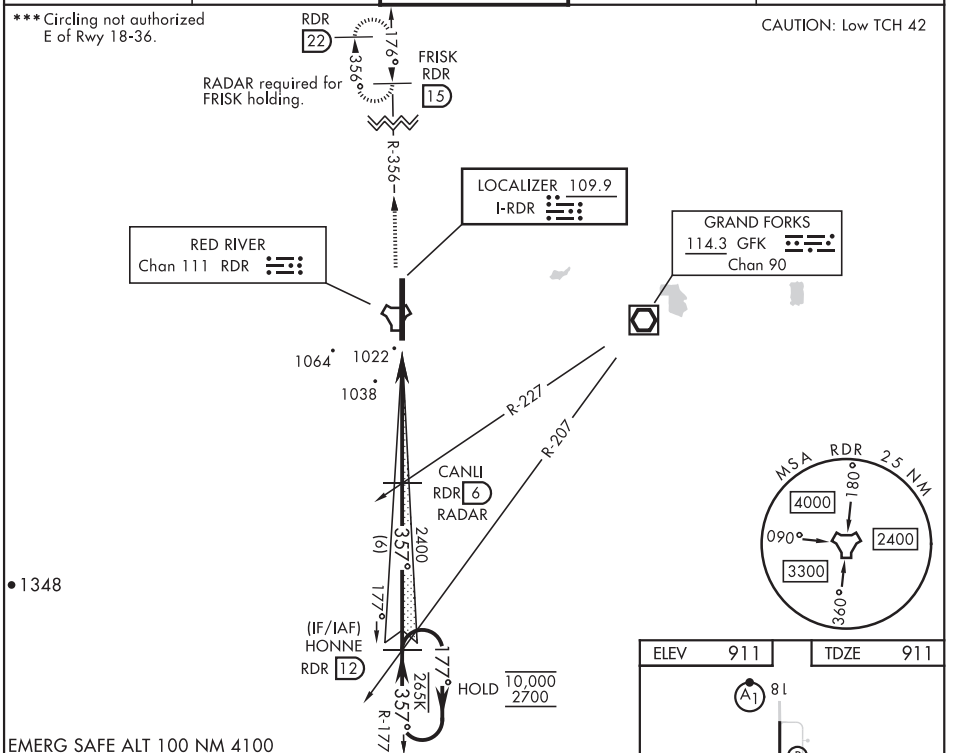
ALSF-1

MISSED APPROACH: Climb to 3000 on RDR TACAN R-356 to FRISK 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.

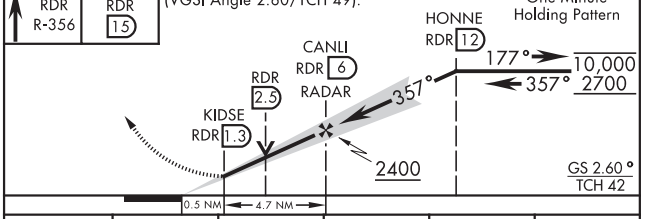
CAUTION: Low TCH 42



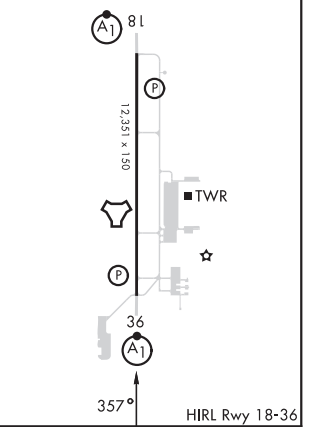
EMERG SAFE ALT 100 NM 4100

3000 RDR R-356	FRISK RDR 15

VGSI and glidepath not coincident (VGSI Angle 2.60/TCH 49).



ELEV 911 | TDZE 911



CATEGORY	A	B	C	D	E
S-ILS 36 *	1111/24		200	(200-½)	
S-LOC 36 **	1440/24	529 (600-½)	1440/55	529 (600-1)	
C CIRCLING ***	1440-1	529 (600-1)	1440-1½ 529 (600-1½)	1540-2 629 (700-2)	1560-2¼ 649 (700-2¼)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

GRAND FORKS, NORTH DAKOTA

RNAV (GPS) RWY 18

GRAND FORKS AFB (KRDR)

APCH CRS	Rwy ldg	12,351
177°	TDZE	900
	Arpt Elev	911

- (USAF)

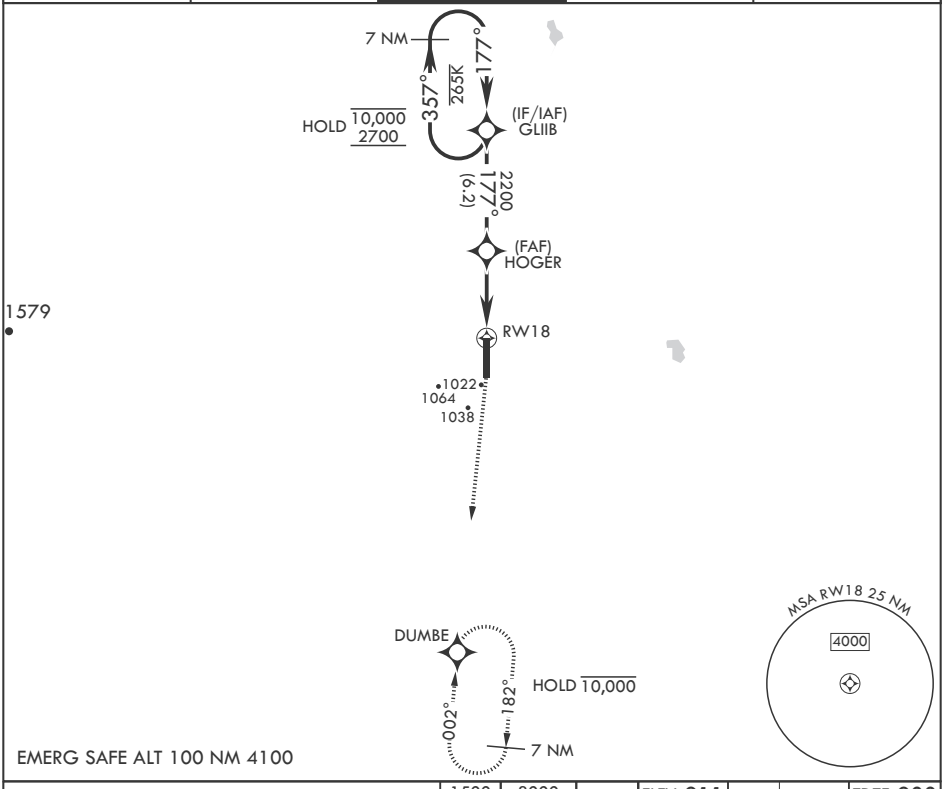
RNP APCH-GPS

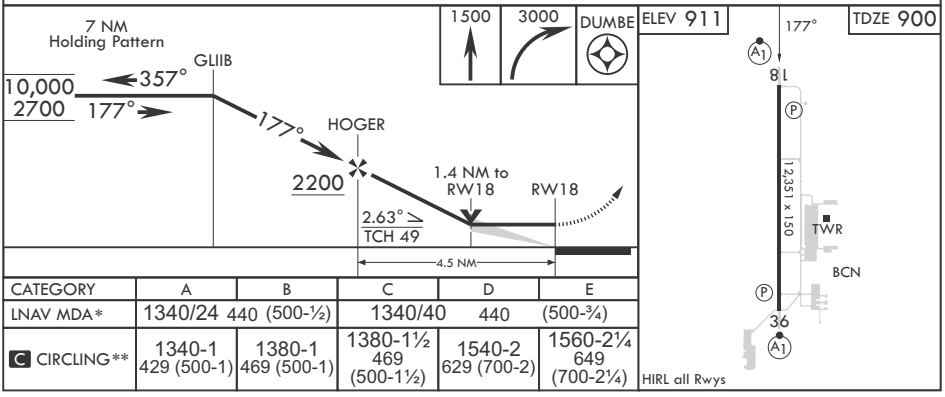
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.
** Circling E of Rwy 18-36 not authorized.

ALSF-1

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct 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





CATEGORY	A	B	C	D	E
LNAV MDA*	1340/24 440 (500-½)		1340/40	440	(500-¾)
C CIRCLING**	1340-1 429 (500-1)	1380-1 469 (500-1)	1380-1½ 469 (500-1½)	1540-2 629 (700-2)	1560-2¼ 649 (700-2¼)

47°58'N - 97°24'W

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

GRAND FORKS, NORTH DAKOTA

RNAV (GPS) RWY 36

APCH CRS	Rwy ldg	12,351
357°	TDZE	911
	Arpt Elev	911

- (USAF)

GRAND FORKS AFB (KRDR)

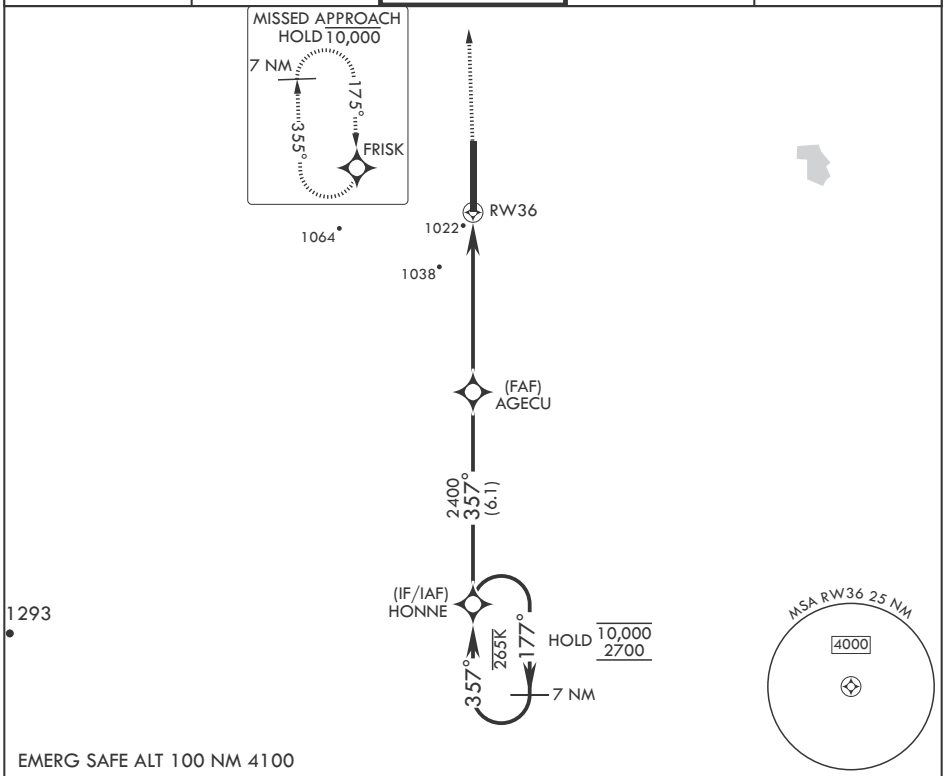
RNP APCH-GPS

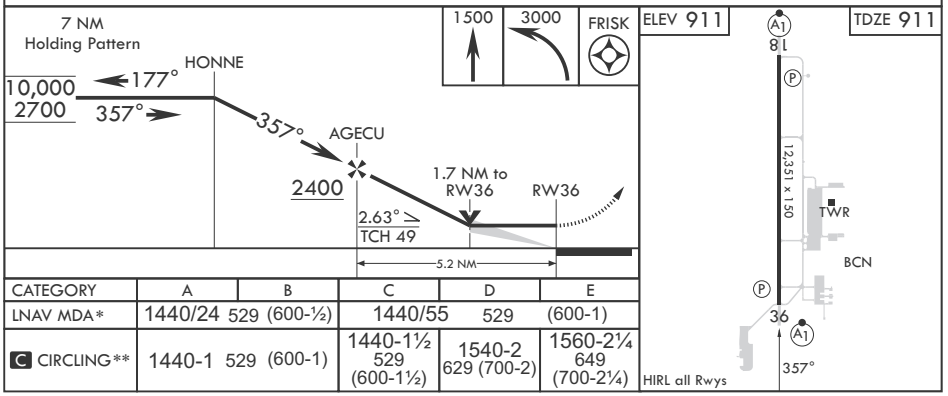
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/2 miles.
** Circling E of Rwy 18-36 not authorized.

ALSF-1 (A1)

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct FRISK 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





CATEGORY	A	B	C	D	E
LNAV MDA*	1440/24	529 (600-½)	1440/55	529	(600-1)
C CIRCLING**	1440-1	529 (600-1)	1440-1½ 529 (600-1½)	1540-2 629 (700-2)	1560-2¼ 649 (700-2¼)

GRAND FORKS, NORTH DAKOTA

Orig 10AUG23

47°58'N - 97°24'W

GRAND FORKS AFB (KRDR)

RNAV (GPS) RWY 36

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

25079

GRAND FORKS, NORTH DAKOTA

TACAN RWY 18

TACAN RDR Chan 111	APCH CRS 182°	Rwy ldg 12,351 TDZE 900 Arpt Elev 911

- (USAF)

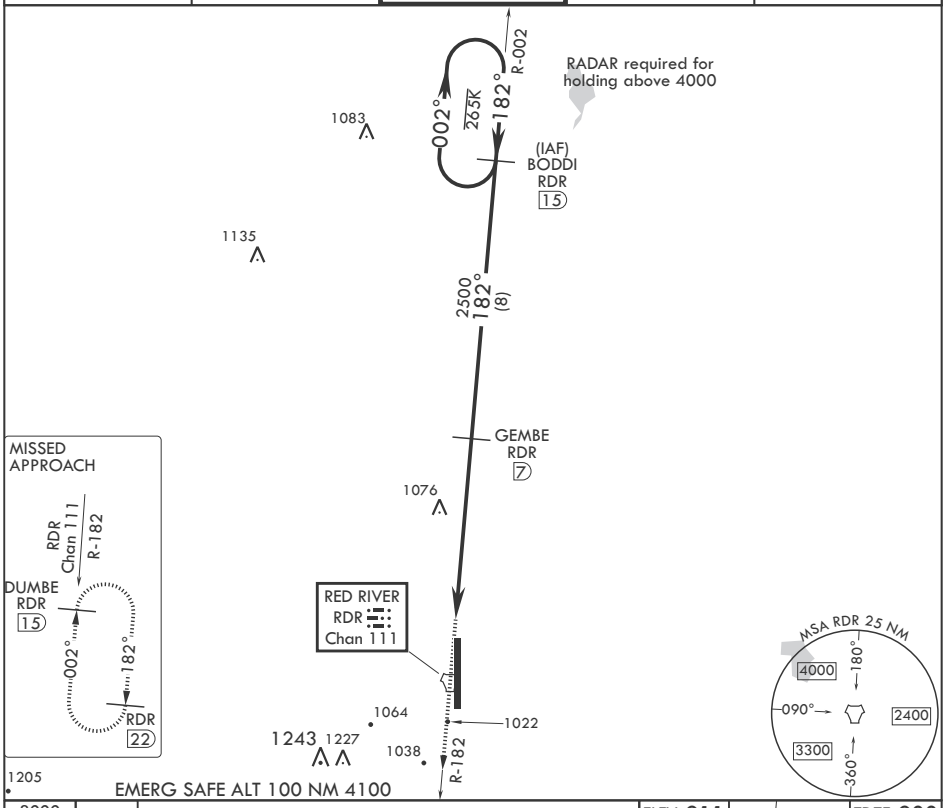
GRAND FORKS AFB (KRDR)

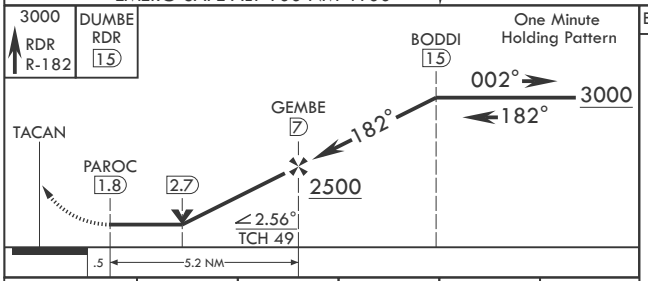
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.
** Circling E of Rwy 18-36 not authorized.

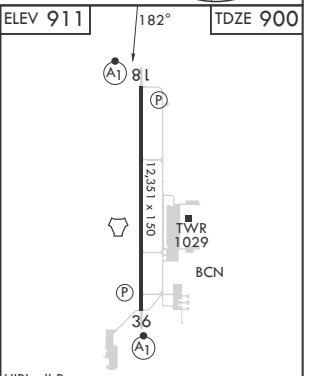
ALSF-1

MISSED APPROACH: Climb to 3000 on RDR TACAN R-182 to DUMBE and hold.

ATIS	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







CATEGORY	A	B	C	D	E
S-18*	1340/24 440 (500-½)		1340/40	440	(500-¾)
C CIRCLING**	1340-1 429 (500-1)	1380-1 469 (500-1)	1380-1½ 469 (500-1½)	1540-2 629 (700-2)	1560-2¼ 649 (700-2¼)

GRAND FORKS, NORTH DAKOTA

Orig 10AUG23

47°58'N - 97°24'W

GRAND FORKS AFB (KRDR)

TACAN RWY 18

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

GRAND FORKS, NORTH DAKOTA

TACAN RWY 36

TACAN RDR Chan 111	APCH CRS 351°	Rwy ldg 12,351 TDZE 911 Arpt Elev 911

- (USAF)

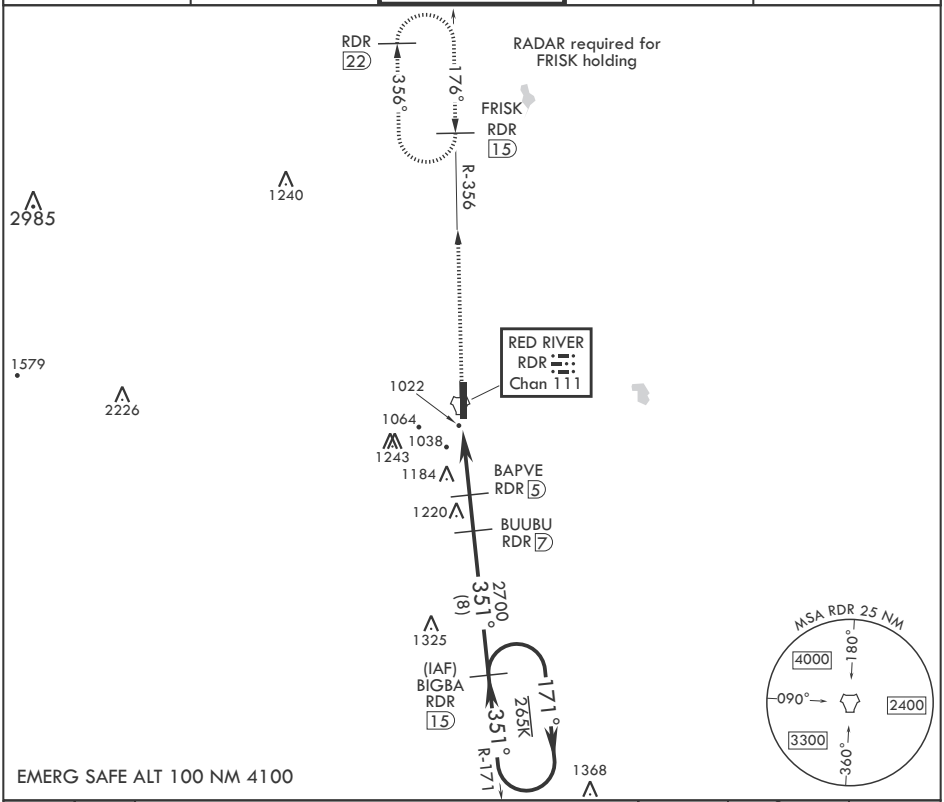
GRAND FORKS AFB (KRDR)

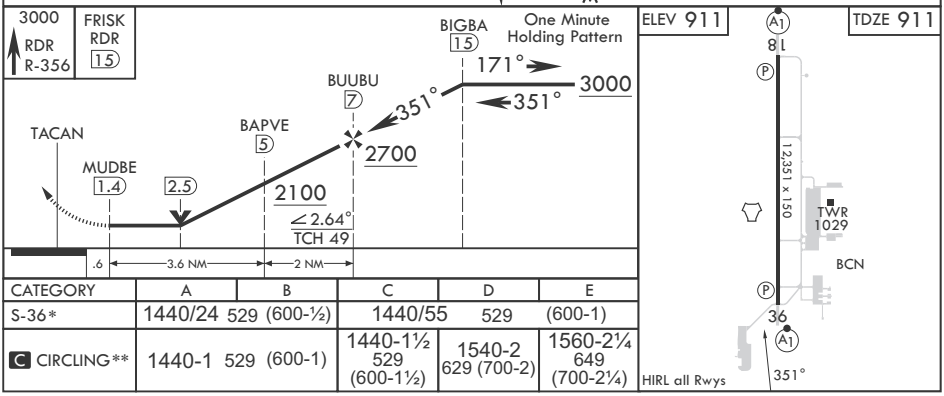
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 1/2 miles.
** Circling E of Rwy 18-36 not authorized.

ALSF-1

MISSED APPROACH: Climb to 3000 on RDR TACAN R-356 to FRISK 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





CATEGORY	A	B	C	D	E
S-36*	1440/24 529 (600-½)		1440/55 529 (600-1)		
C CIRCLING**	1440-1 529 (600-1)		1440-1½ 529 (600-1½)	1540-2 629 (700-2)	1560-2¼ 649 (700-2¼)

GRAND FORKS, NORTH DAKOTA

Orig 10AUG23

47°58'N - 97°24'W

GRAND FORKS AFB (KRDR)

TACAN RWY 36

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

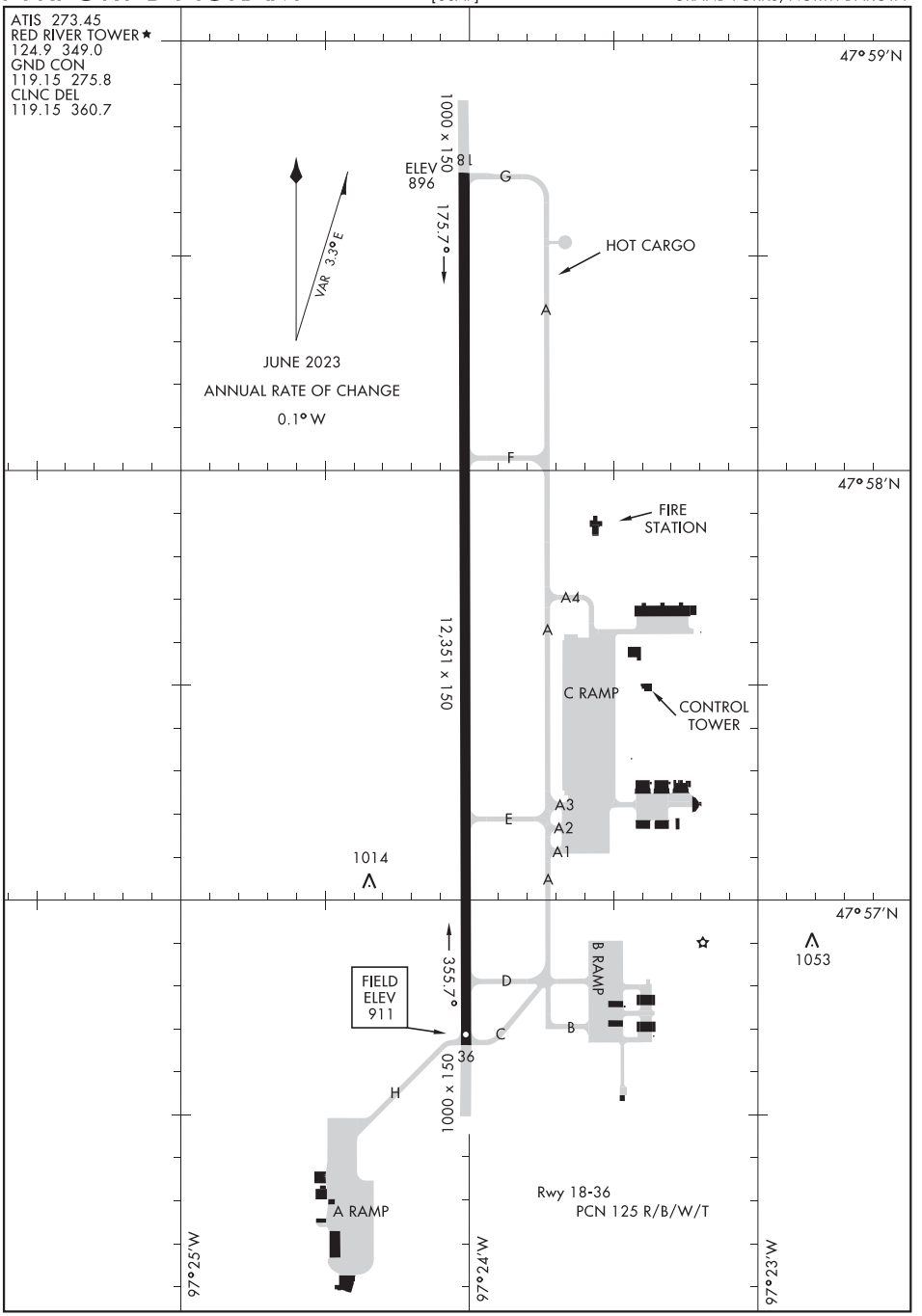
25079

AIRPORT DIAGRAM

GRAND FORKS AFB (KRDR)

[USAF]

GRAND FORKS, NORTH DAKOTA



NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

GRAND FORKS, NORTH DAKOTA

GRAND FORKS AFB (KRDR)

RNAV (GPS) RWY 10

GRAND MARAIS/COOK COUNTY (CKC)

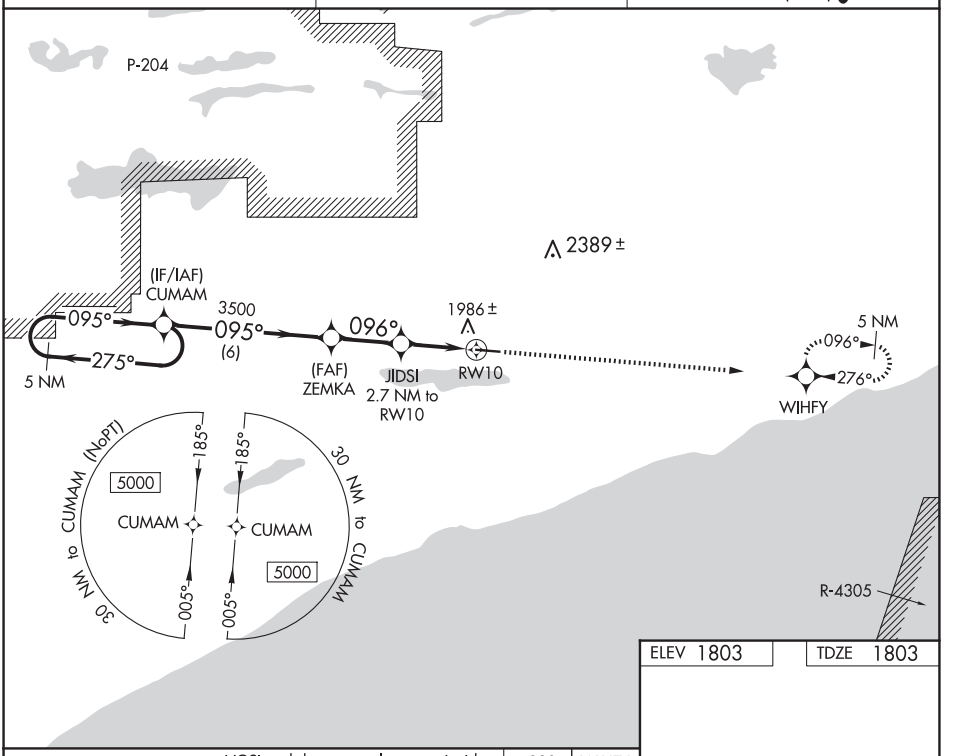
WAAS	APP CRS	Rwy Idg	5002
CH 45920	096°	TDZE	1803
W10A		Apt Elev	1803

RNP APCH.

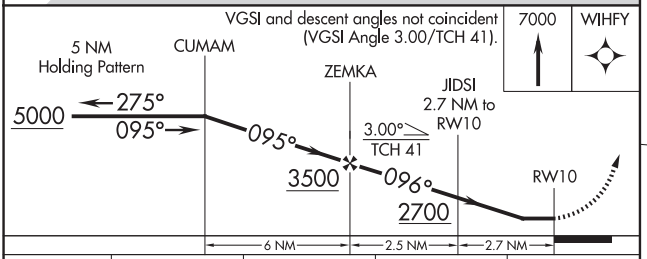
Rwy 10 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

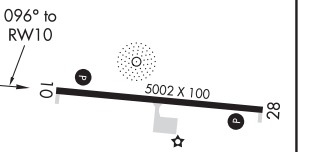
MISSED APPROACH: Climb to 7000 direct WIHFY and hold, continue climb-in-hold to 7000.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	127.9 281.45	122.8 (CTAF) L



ELEV 1803 TDZE 1803





CATEGORY	A	B	C	D
LP MDA	2200-1	397 (400-1)	2200-1⅛	397 (400-1⅛)
LNAV MDA	2240-1	437 (500-1)	2240-1¼	437 (500-1¼)
C CIRCLING	2300-1	497 (500-1)	2380-1½ 577 (600-1½)	2640-2¾ 837 (900-2¾)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

GRAND MARAIS, MINNESOTA AL-5643 (FAA) 23222

WAAS	APP CRS	Rwy Idg	5002
CH 69520	276°	TDZE	1797
W28A		Apt Elev	1803

RNAV (GPS) RWY 28

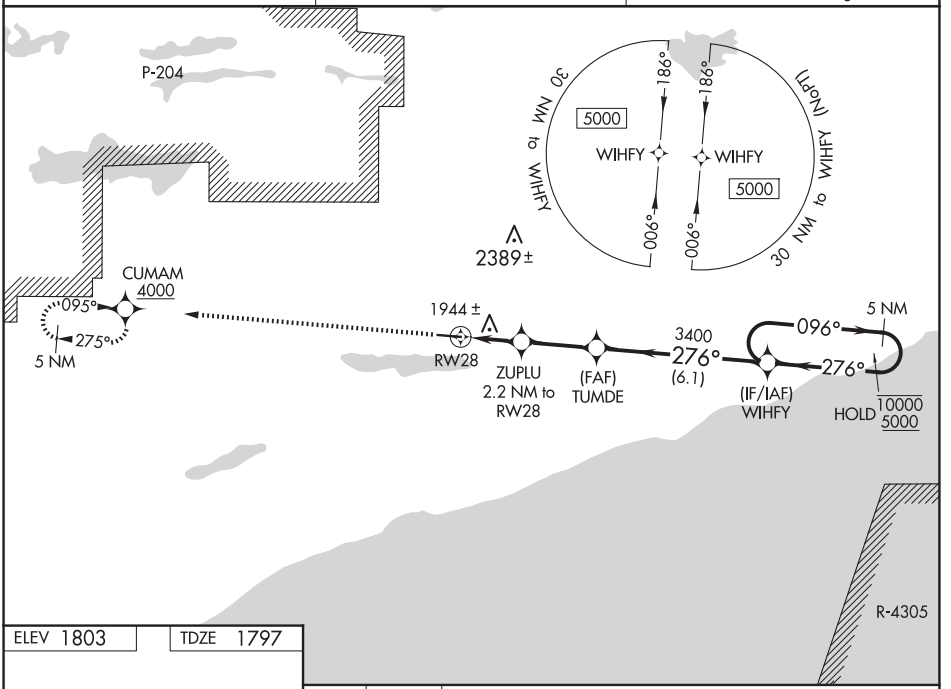
GRAND MARAIS/COOK COUNTY (CKC)

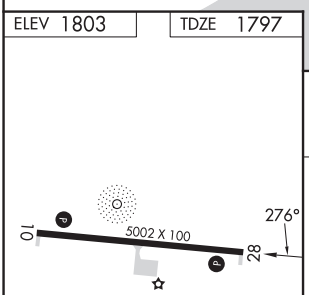
RNP APCH.

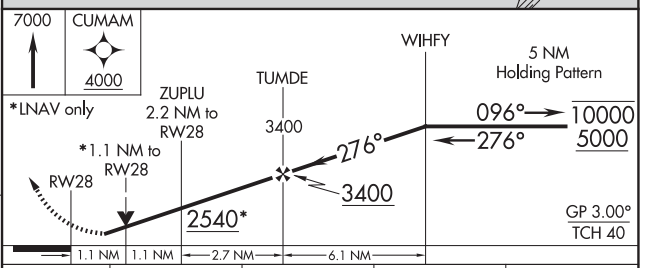
T A Circling Rwy 10 NA at night. Rwy 28 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 7000 direct CUMAM, cross CUMAM at or above 4000 and hold, continue climb-in-hold to 7000.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	127.9 281.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2047-1 250 (300-1)			
LNAV/VNAV DA	2219-1¼ 422 (500-1¼)			
LNAV MDA	2200-1 403 (400-1)		2200-1⅛ 403 (400-1⅛)	
C CIRCLING	2300-1 497 (500-1)		2380-1½ 577 (600-1½)	2640-2¾ 837 (900-2¾)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

GRAND MARAIS, MINNESOTA
Amdt 3A 15AUG19

47°50'N-90°23'W

GRAND MARAIS/COOK COUNTY (CKC)
RNAV (GPS) RWY 28

NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 34

GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FLD (GPZ)

LOC I-GPZ	APP CRS	Rwy Ldg	5756
110.1	344°	TDZE	1356
		Apt Elev	1356

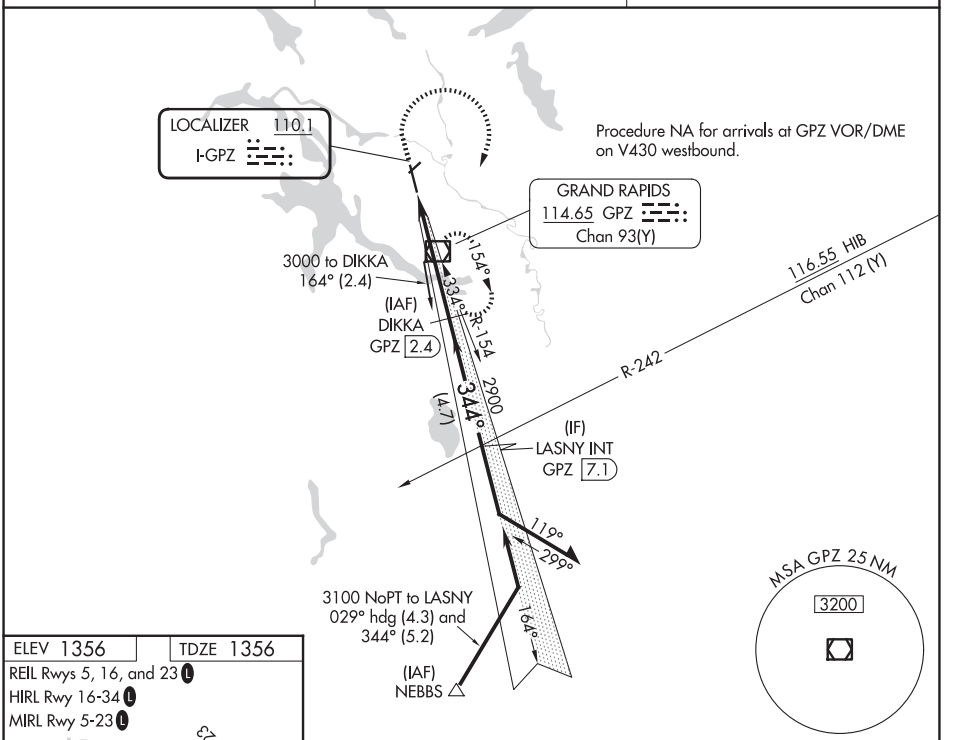
DME required for LOC only.

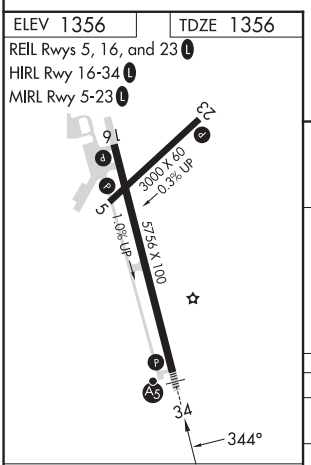
Circling to Rwy 5, 23 NA at night.
Circling NA for Cat D east of Rwy 16-34.

MALSR

MISSED APPROACH: Climb to 3100 then right turn direct GPZ VOR/DME and hold.

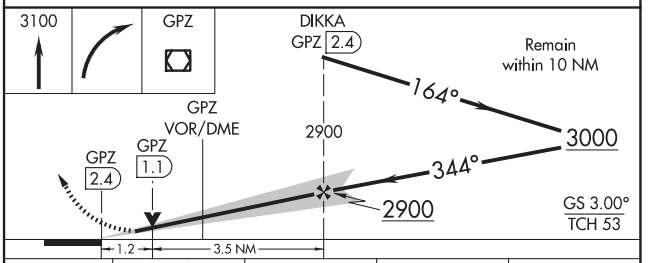
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.425	127.9 281.45	122.8 (CTAF) L





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-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)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

GRAND RAPIDS, MINNESOTA | AL-5258 (FAA) | 25219

APP CRS	Rwy Ldg	5756
164°	TDZE	1327
	Apt Elev	1356

RNAV (GPS) RWY 16

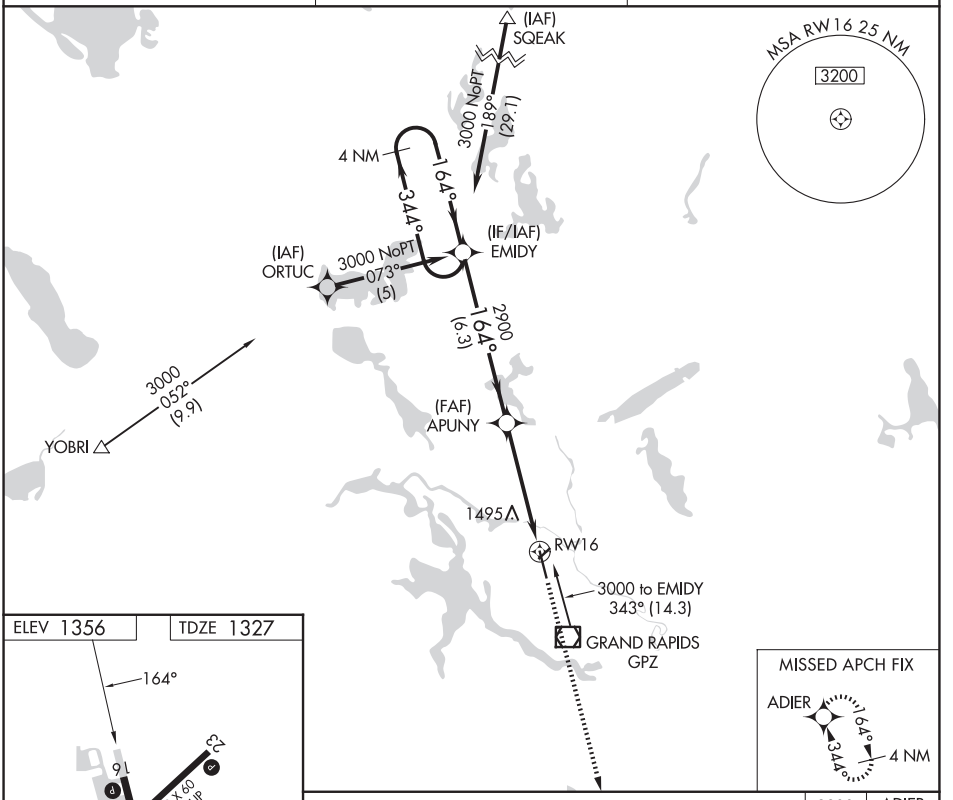
GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FLD (GPZ)

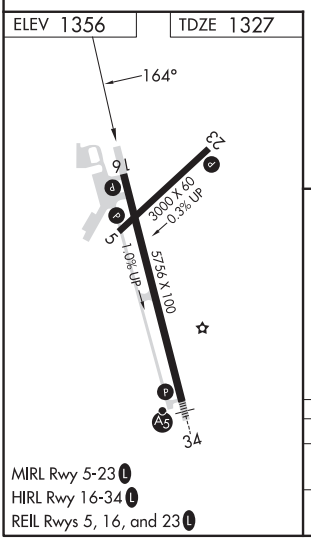
RNP APCH.

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 ⅛ SM and Circling Cats C/D visibility ¼ SM.

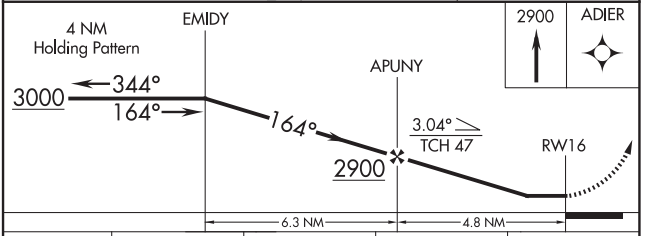
MISSED APPROACH: Climb to 2900 direct ADIER and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.425	127.9 281.45	122.8 (CTAF) L





MIRL Rwy 5-23 L
HIRL Rwy 16-34 L
REIL Rwys 5, 16, and 23 L



CATEGORY	A	B	C	D
LNAV MDA	1760-1	433 (500-1)	1760-1¼ 433 (500-1¼)	1760-1½ 433 (500-1½)
CIRCLING	1900-1	544 (600-1)	1900-1½ 544 (600-1½)	2000-2 644 (700-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34

GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FLD (GPZ)

WAAS	APP CRS	Rwy Ldg	5756
CH 86412	344°	TDZE	1356
W34A		Apt Elev	1356

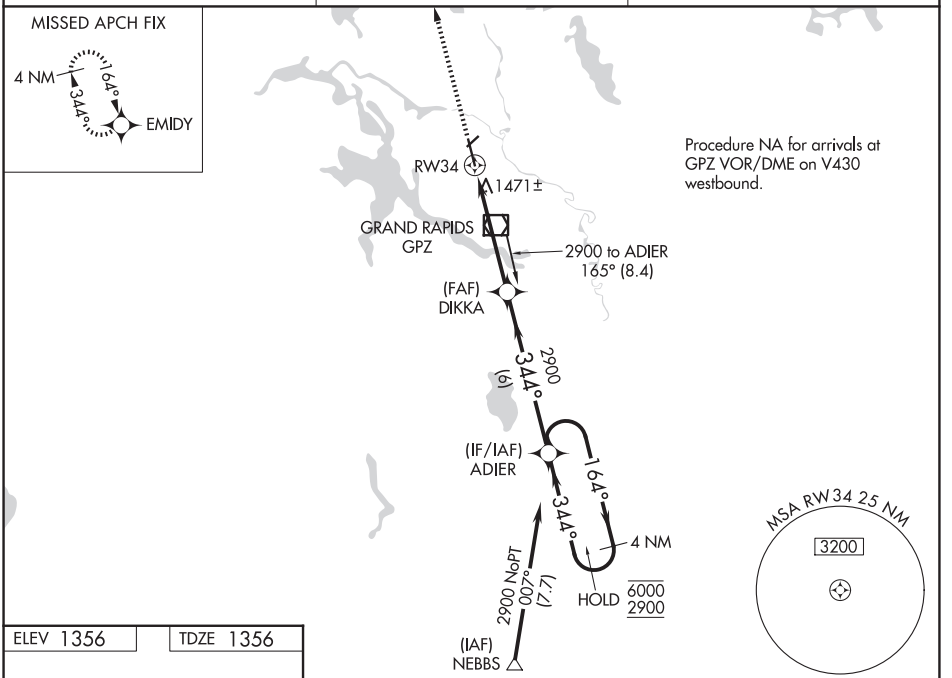
RNP APCH.

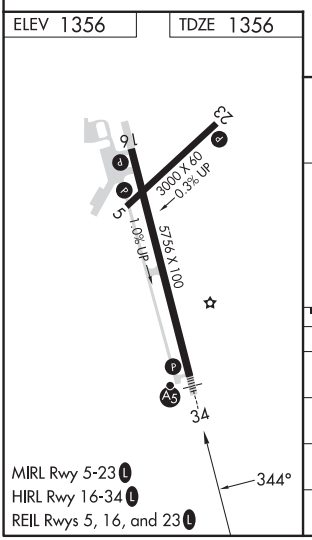
Circling to Rwy 5, 23 NA at night. Circling NA for Cat D east of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

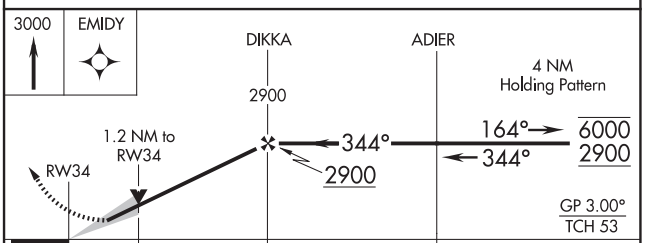
MALSR

MISSED APPROACH: Climb to 3000 direct EMIDY and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.425	127.9 281.45	122.8 (CTAF) L







CATEGORY		A	B	C	D
LPV	DA	1556-½ 200 (200-½)			
LNAV/VNAV	DA	1747-⅝ 391 (400-⅝)			
LNAV	MDA	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)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

GRAND RAPIDS, MINNESOTA | AL-5258 (FAA) | 25219

VOR/DME GPZ	APP CRS	Rwy Ldg 5756
114.65	334°	TDZE 1356
Chan 93(Y)		Apt Elev 1356

VOR RWY 34

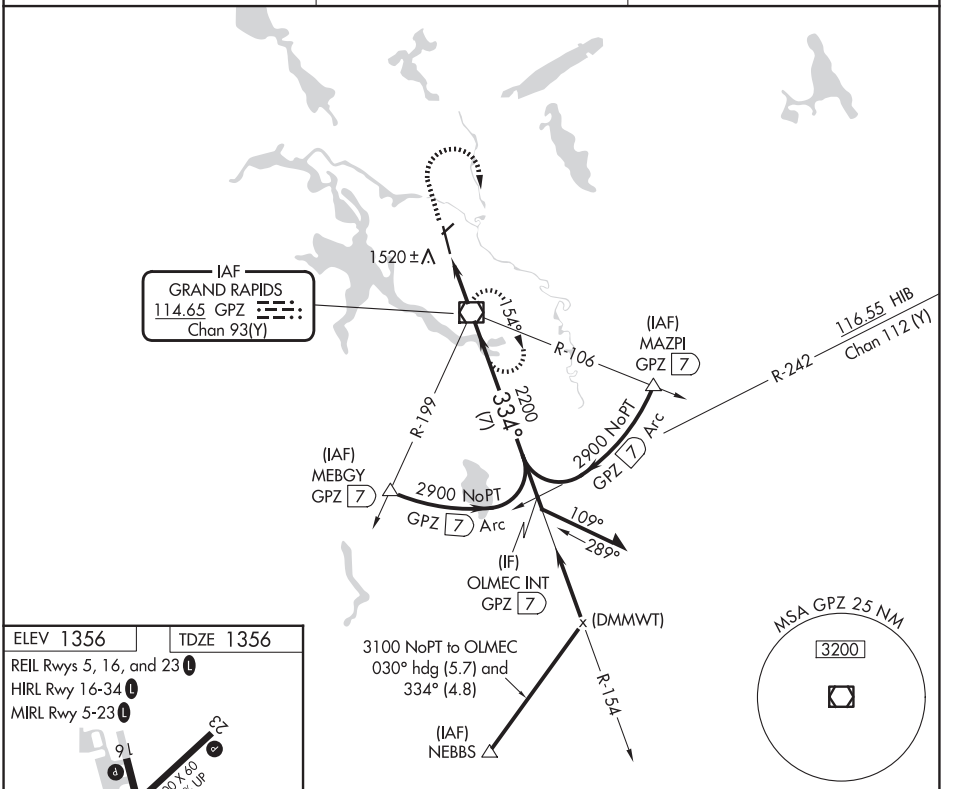
GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FLD (GPZ)

VDP NA when using Hibbings altimeter setting. 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 S-34 Cat C visibility ⅛ SM and Circling Cats C/D visibility ¼ SM.

MALSR

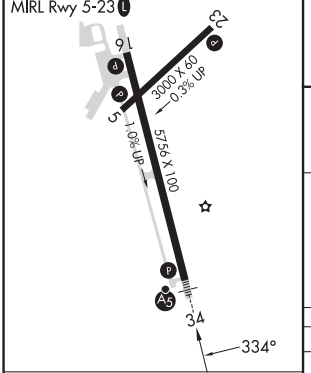
MISSED APPROACH: Climb to 3100 then right turn direct GPZ VOR/DME and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.425	127.9 281.45	122.8 (CTAF) L



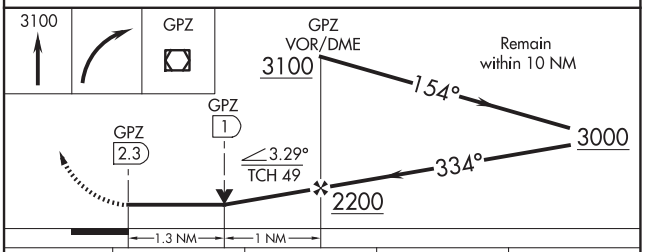
ELEV 1356 | TDZE 1356

REIL Rwys 5, 16, and 23 L
HIRL Rwy 16-34 L
MIRL Rwy 5-23 L



FAF to MAP 2.3 NM

Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46



CATEGORY	A	B	C	D
S-34	1800-½ 444 (500-½)		1800-⅞ 444 (500-⅞)	1800-1 444 (500-1)
CIRCLING	1900-1 544 (600-1)		1900-1½ 544 (600-1½)	2000-2 644 (700-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3715
333°	TDZE	1046
	Apt Elev	1048

RNAV (GPS) RWY 33

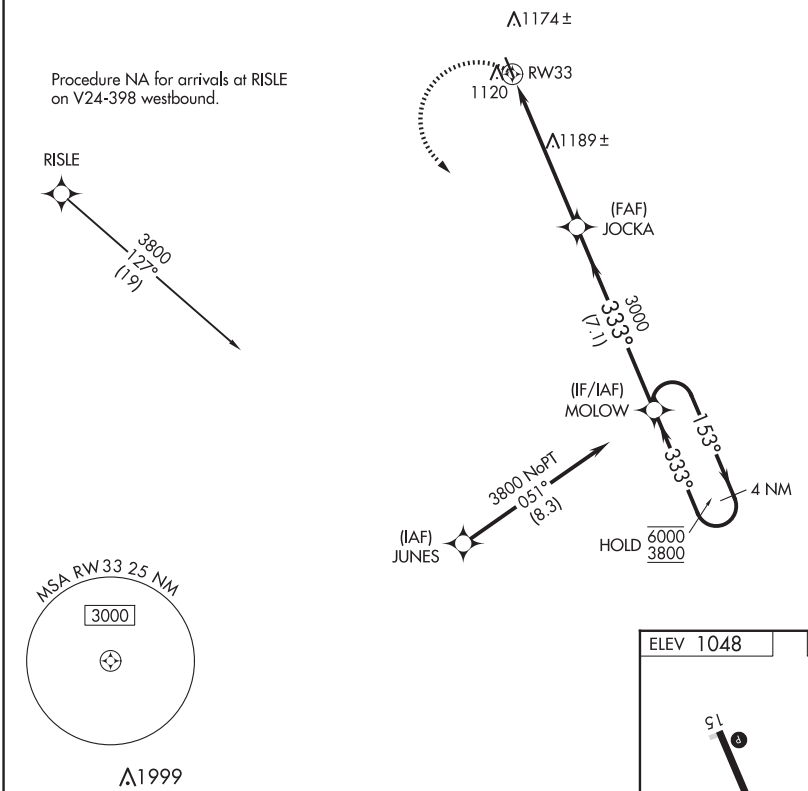
GRANITE FALLS MUNI/LENZEN-ROE-FAGEN MEML FLD (GDB)

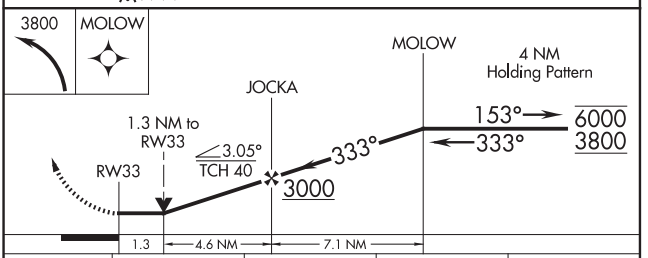
RNP APCH.

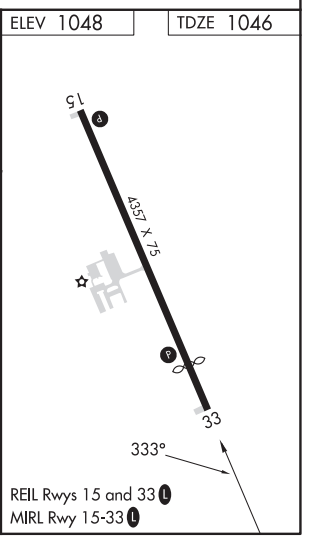
Rwy 33 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 3800 direct to MOLOW and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
120.1	127.1 290.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1480-1 434 (500-1)		1480-1¼ 434 (500-1¼)	1480-1½ 434 (500-1½)
CIRCLING	1540-1 492 (500-1)	1580-1 532 (600-1)	1580-1½ 532 (600-1½)	1700-2 652 (700-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME MVE	APP CRS	Rwy Idg 3715
111.6	328°	TDZE 1045
Chan 53		Apt Elev 1048

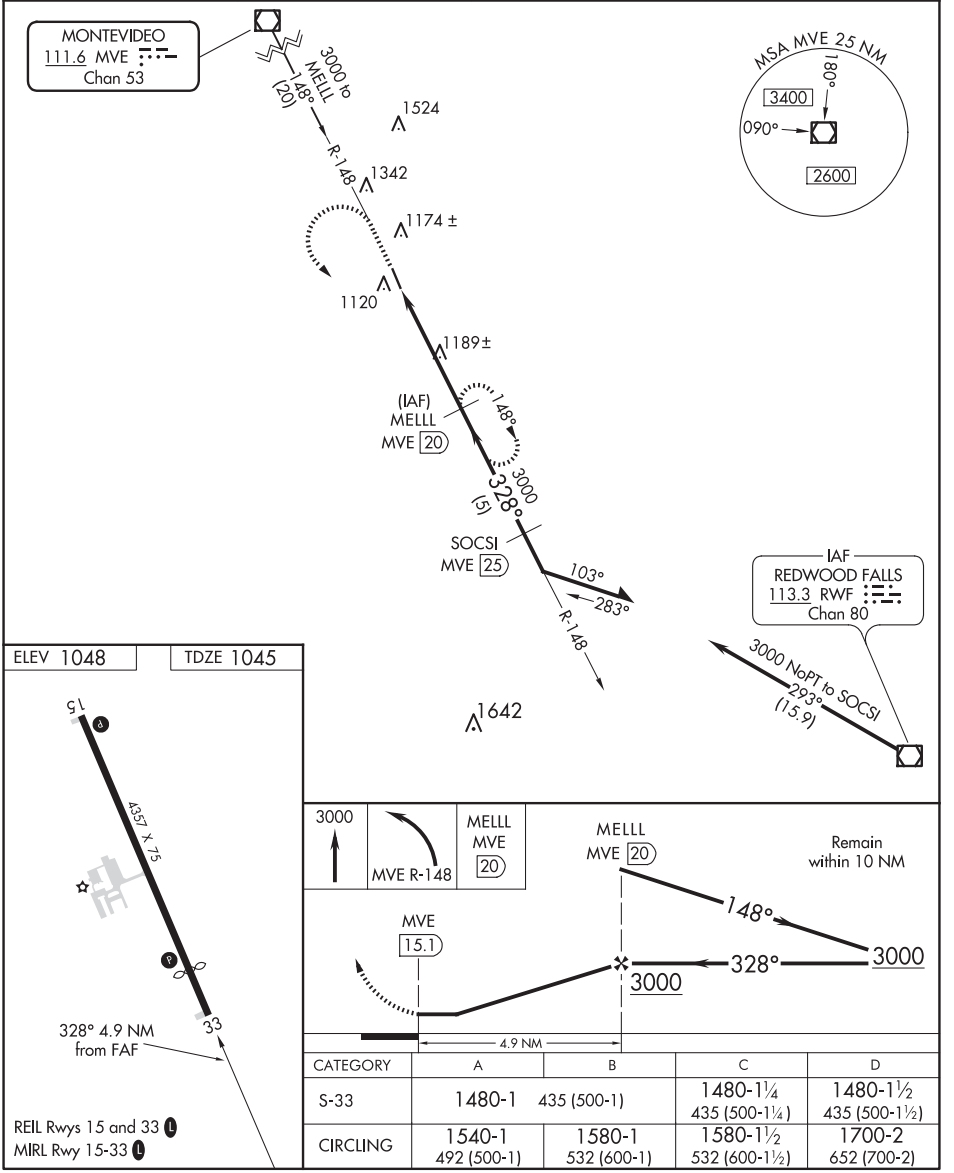
VOR/DME RWY 33

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 ⅛ SM. Rwy 33 helicopter visibility below ¾ SM NA.

MISSED APPROACH: Climb to 3000, then left turn via R-148 to MELLL/MVE 20 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
120.1	127.1 290.2	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-33	1480-1 435 (500-1)		1480-1¼ 435 (500-1¼)	1480-1½ 435 (500-1½)
CIRCLING	1540-1 492 (500-1)	1580-1 532 (600-1)	1580-1½ 532 (600-1½)	1700-2 652 (700-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3799
127°	TDZE	2170
	Apt Elev	2175

RNAV (GPS) RWY 13

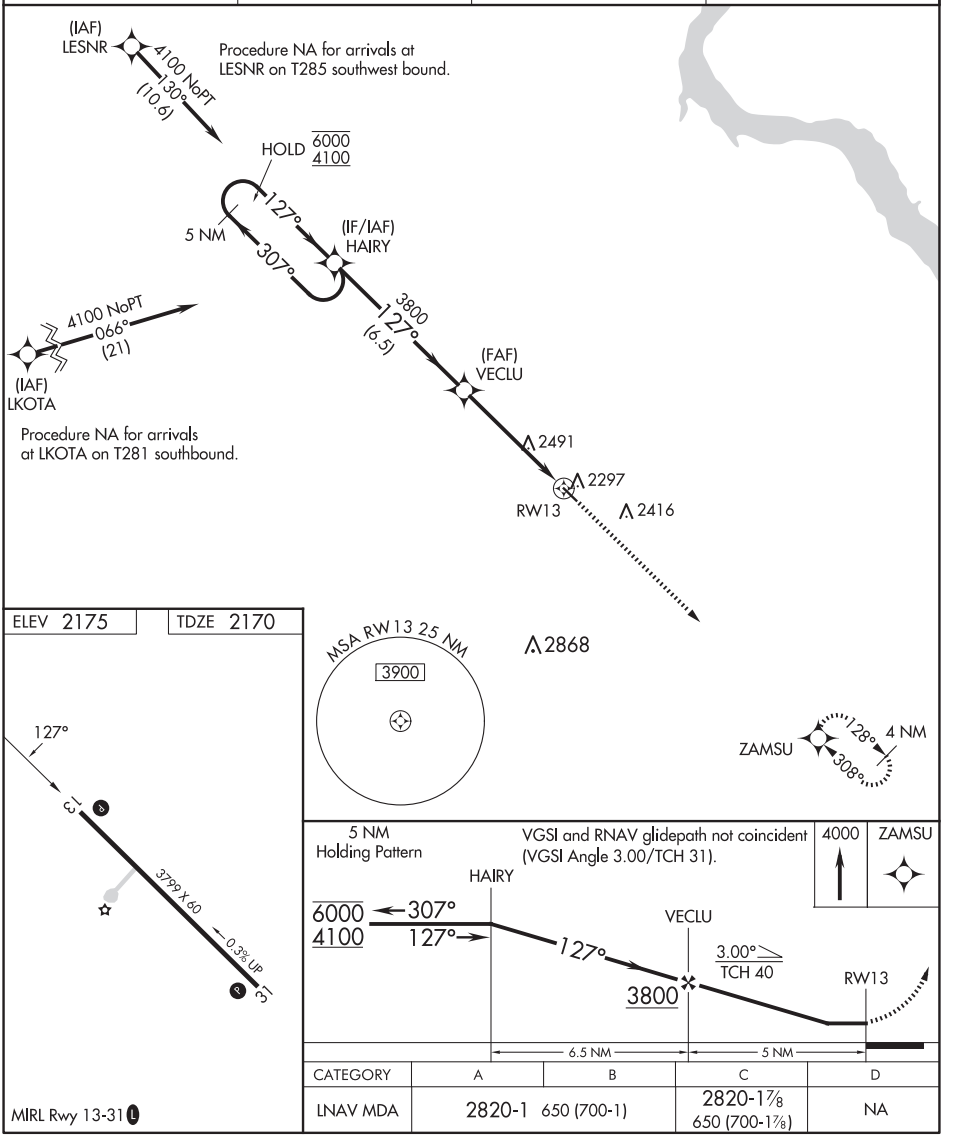
GREGORY MUNI/FLYNN FLD (9D1)

RNP APCH.

NA Rwy 13 helicopter visibility reduction below ¾ SM NA. Use Winner altimeter setting; when not received, use Ainsworth altimeter setting and increase all MDA 100 feet; increase LNAV Cat B visibility ¼ SM and Cat C visibility ⅛ SM.

MISSED APPROACH: Climb to 4000 direct ZAMSU and hold.

ICR ASOS	MINNEAPOLIS CENTER	GCO	AUNICOM
126.775	125.1 269.1	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2820-1 650 (700-1)		2820-1⅞ 650 (700-1⅞)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

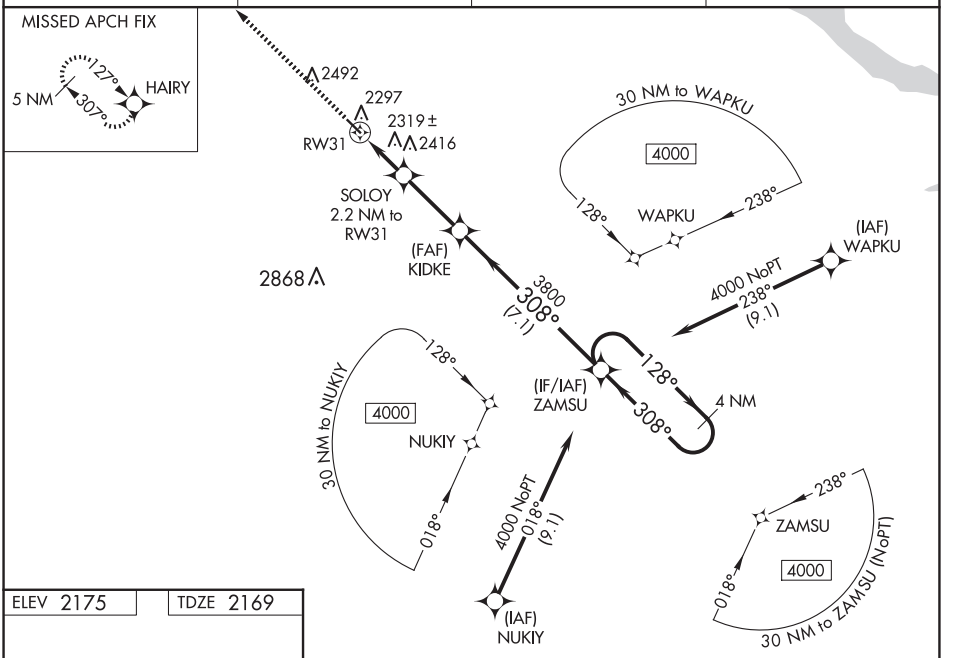
RNAV (GPS) RWY 31
GREGORY MUNI/FLYNN FLD (9D1)

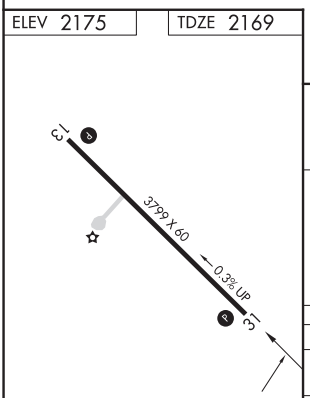
WAAS	APP CRS		
CH 77630 W31A	308°	Rwy Idg	3799
		TDZE	2169
		Apt Elev	2175

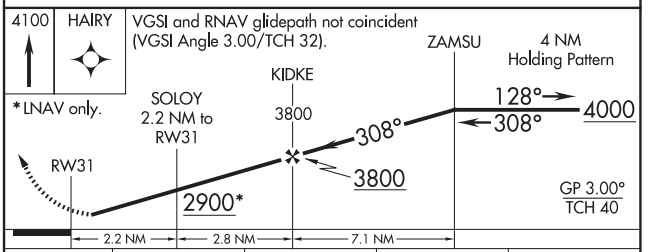
T A NA Helicopter visibility reduction below 1 SM NA. When VGSI inoperative, Circling Rwy 13 NA at night. Baro-VNAV NA. When VGSI inoperative, Straight-in/Circling Rwy 31 procedure NA at night. DME/DME RNP-0.3 NA. Use Winner altimeter setting; when not received use Ainsworth altimeter setting and increase all DA 95 feet and all MDA 100 feet and increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ⅜ SM, LNAV Cat C and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 4100 direct HAIRY and hold.

ICR ASOS	MINNEAPOLIS CENTER	GCO	AUNICOM
126.775	125.1 269.1	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2489-1⅛ 320 (400-1⅛)			NA
LNAV/VNAV DA	2709-1⅞ 540 (600-1⅞)			NA
LNAV MDA	2640-1 471 (500-1)		2640-1⅜ 471 (500-1⅜)	NA
CIRCLING	2700-1 525 (600-1)	2780-1 605 (700-1)	2880-2 705 (800-2)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 16

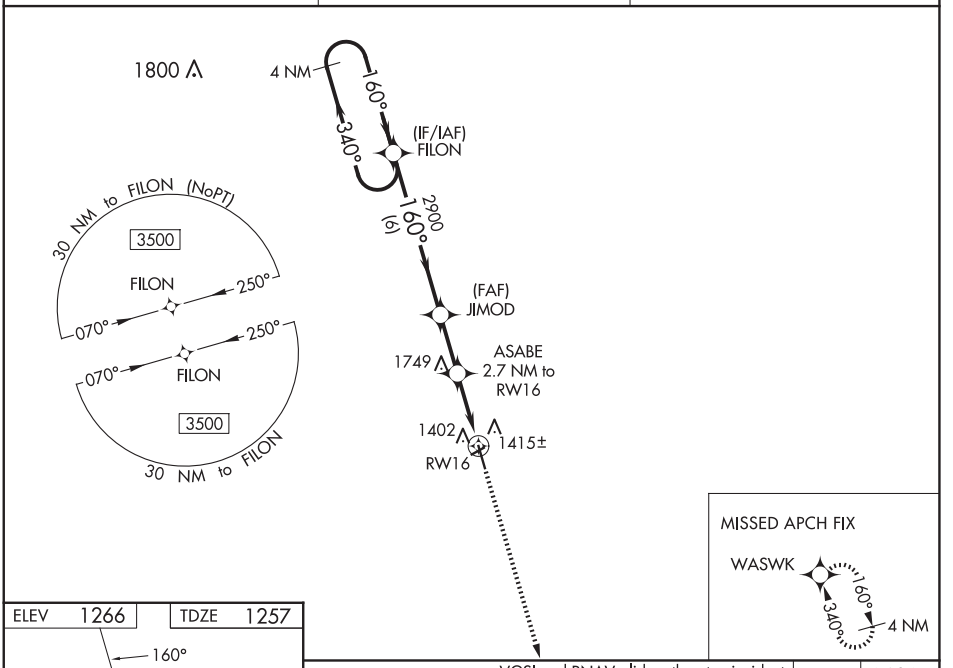
GWINNER/ROGER MELROE FLD (GWR)

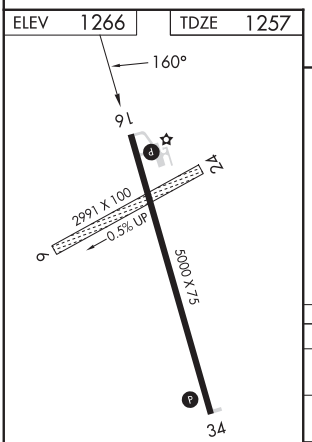
WAAS	APP CRS	Rwy Idg	5000
CH 93936	160°	TDZE	1257
W16A		Apt Elev	1266

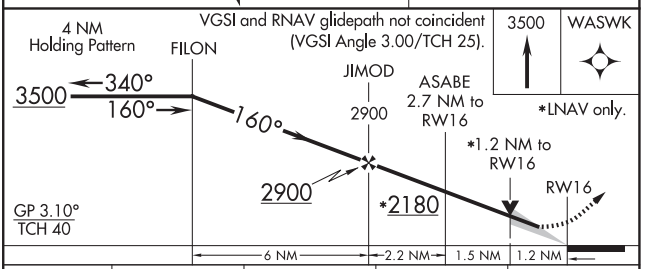
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. Circling NA to Rwys 6 and 24. Baro-VNAV and VDP NA when using Fargo altimeter setting. When local altimeter setting not received, use Fargo altimeter setting: increase LPV DA to 1683 feet and visibility ⅜ SM, and LNAV/VNAV DA to 1803 feet and visibility ⅝ SM; increase all MDAs 180 feet and visibility LNAV Cat C/D ⅝ SM, and Circling Cat C ¾ SM, and Circling Cat D ½ SM.

MISSED APPROACH: Climb to 3500 direct WASWK and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.325	127.35 278.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1507-1 250 (300-1)			
LNAV/VNAV DA	1627-1¼ 370 (400-1¼)			
LNAV MDA	1660-1 403 (400-1)		1660-1⅛ 403 (400-1⅛)	
C CIRCLING	1780-1 514 (600-1)		1840-1½ 574 (600-1½)	2060-2½ 794 (800-2½)

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

GWINNER, NORTH DAKOTA | AL-6233 (FAA) | 24305

WAAS	APP CRS	Rwy Idg	5000
CH 99317	340°	TDZE	1257
W34A		Apt Elev	1266

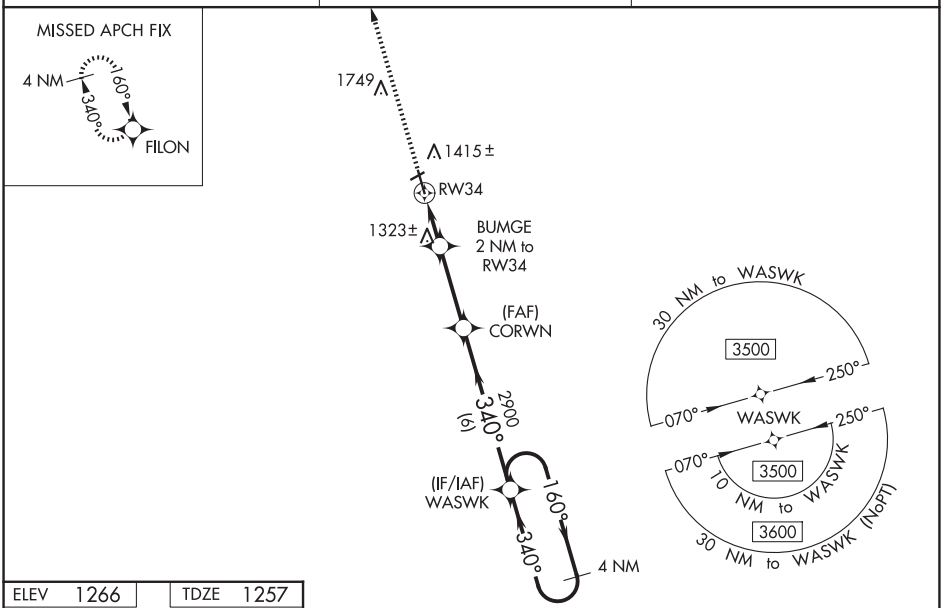
RNAV (GPS) RWY 34

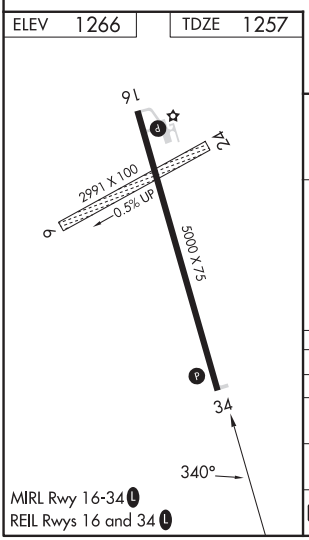
GWINNER/ROGER MELROE FLD (GWR)

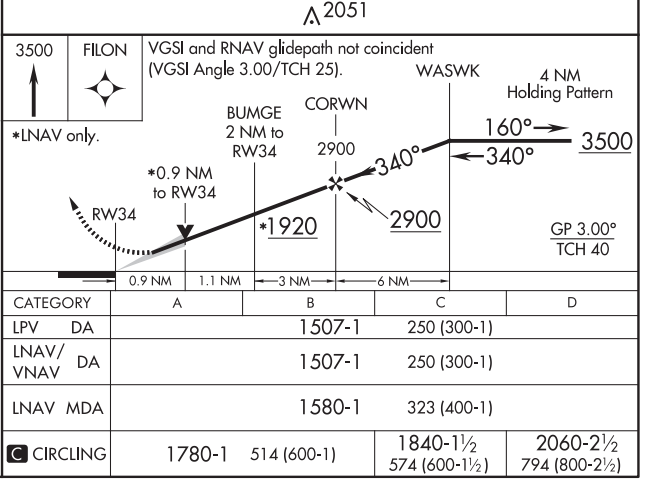
T A Circling NA to Rwys 6 and 24. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Fargo altimeter setting: increase all DA to1683 feet and all visibilities ½ SM; increase all MDAs 180 feet and visibility LNAV Cat C/D ⅝ 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	MINNEAPOLIS CENTER	UNICOM
118.325	127.35 278.3	122.7 (CTAF) L







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)	
C CIRCLING	1780-1 514 (600-1)		1840-1½ 574 (600-1½)	2060-2½ 794 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4007
CH **40333**	**135°**	TDZE	**820**
W13A		Apt Elev	**820**

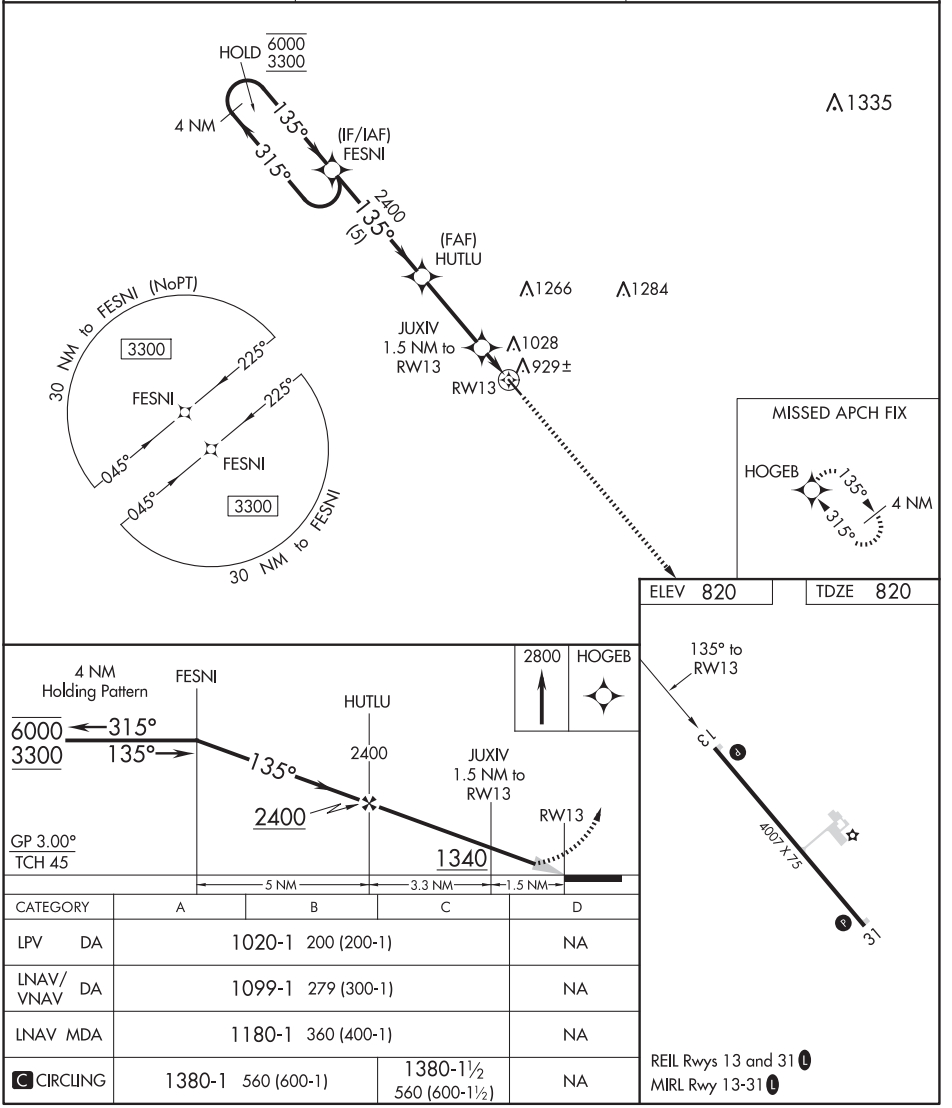
RNAV (GPS) RWY 13
HALLOCK MUNI (HCO)

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	MINNEAPOLIS CENTER	UNICOM
126.475	**132.15 269.6**	**122.8** (CTAF) L



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
C CIRCLING	1380-1 560 (600-1)		1380-1½ 560 (600-1½)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

HALLOCK MUNI (HCO)

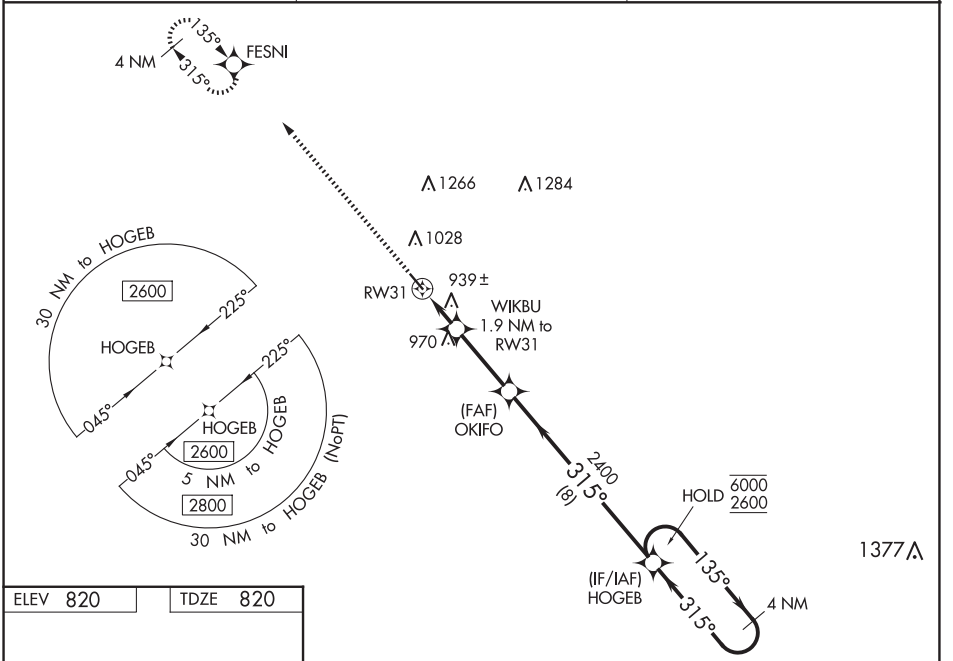
WAAS CH 45933 W31A	APP CRS 315°	Rwy Idg 4007 TDZE 820 Apt Elev 820

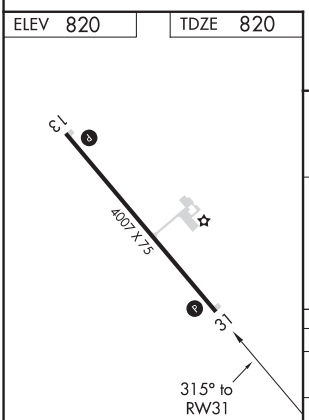
RNP APCH-GPS.

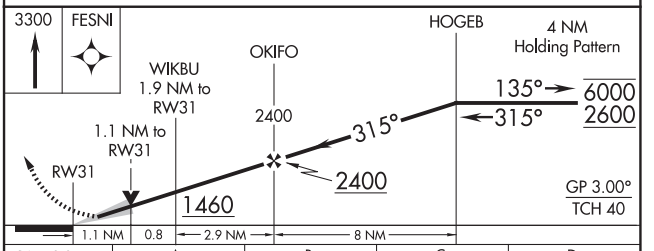
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Grafton altimeter setting and increase LPV DA To 1082 feet; increase LNAV/VNAV DA to 1132 feet; increase all MDAs 80 feet and LNAV visibility Cat C ⅜ SM, and Circling visibility 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	MINNEAPOLIS CENTER	UNICOM
126.475	132.15 269.6	122.8 (CTAF) L







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
C CIRCLING	1380-1 560 (600-1)		1380-1½ 560 (600-1½)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3600
112°	TDZE	1607
	Apt Elev	1607

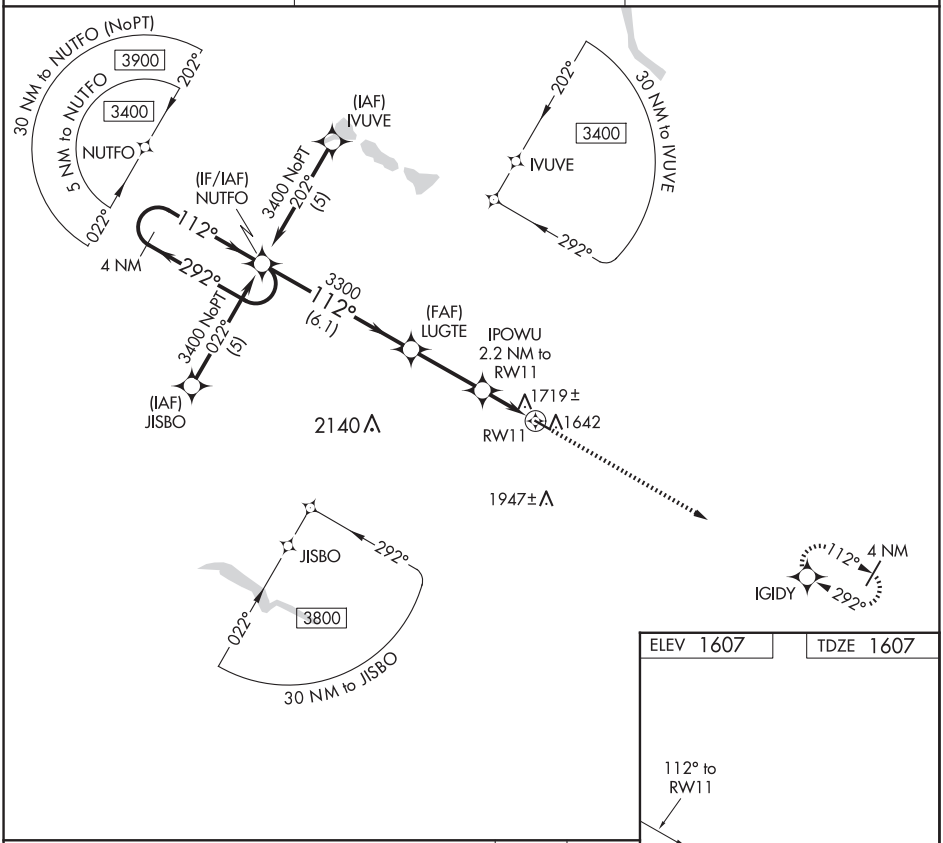
RNAV (GPS) RWY 11
HARVEY MUNI (5H4)

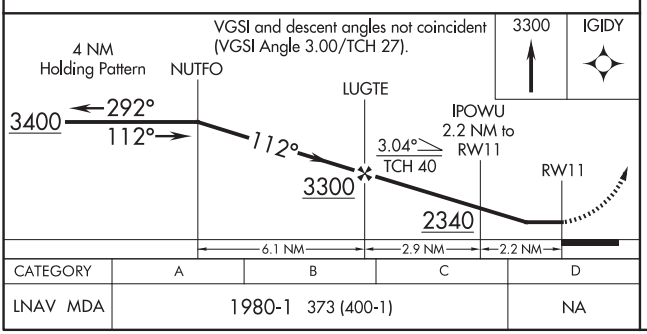
RNP APCH.

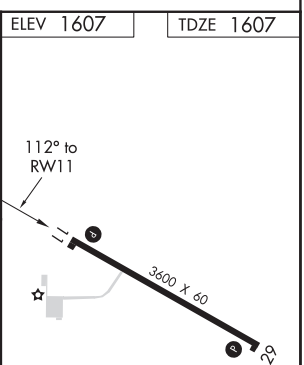
T A NA — Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received; use Devil's Lake altimeter setting and increase all MDA 140 feet and LNAV Cat C visibility ½ SM.

MISSED APPROACH: Climb to 3300 direct IGIDY and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.825	135.25 256.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1980-1 373 (400-1)			NA

MIRL Rwy 11-29 L

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

HARVEY, NORTH DAKOTA | AL-9023 (FAA) | 22027

APP CRS	Rwy Idg	3600
292°	TDZE	1607
	Apt Elev	1607

RNAV (GPS) RWY 29

HARVEY MUNI (5H4)

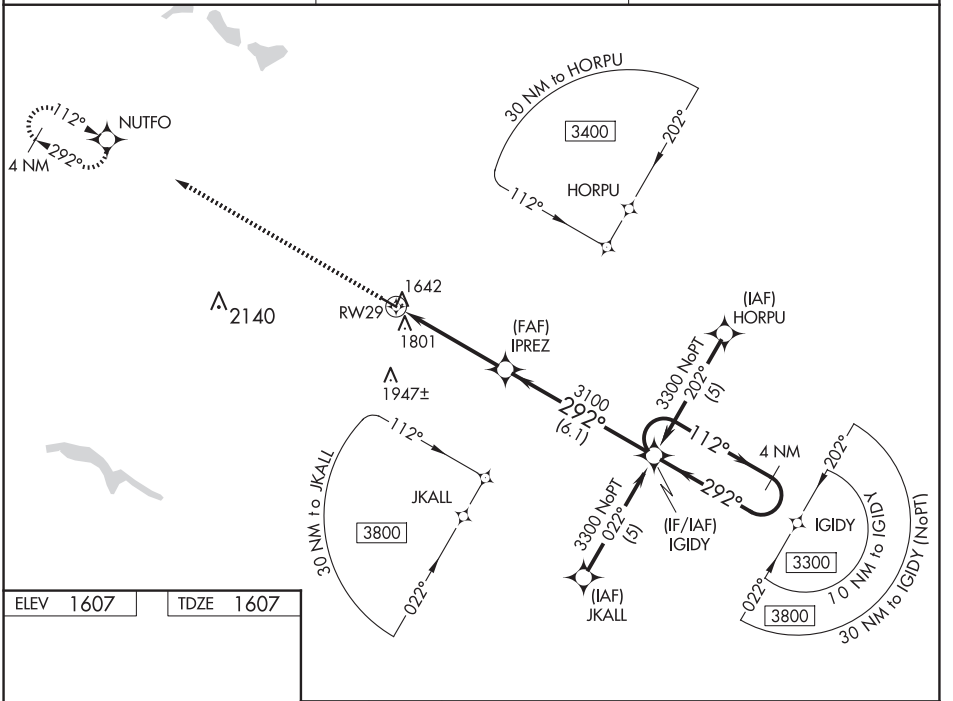
RNP APCH.

T
NA

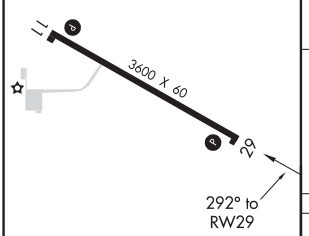
Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Baro-VNAV NA when using Devil's Lake altimeter setting. When local altimeter setting not received, use Devil's Lake altimeter setting: increase LNAV/VNAV DA to 2246 feet and visibility 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.

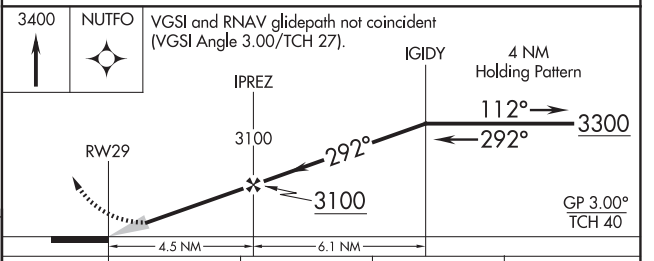
AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.825	135.25 256.7	122.8 (CTAF) L



ELEV 1607	TDZE 1607



MIRL Rwy 11-29 L



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

HARVEY, NORTH DAKOTA
Orig-E 27JAN22

47°47'N-99°56'W

HARVEY MUNI (5H4)

RNAV (GPS) RWY 29

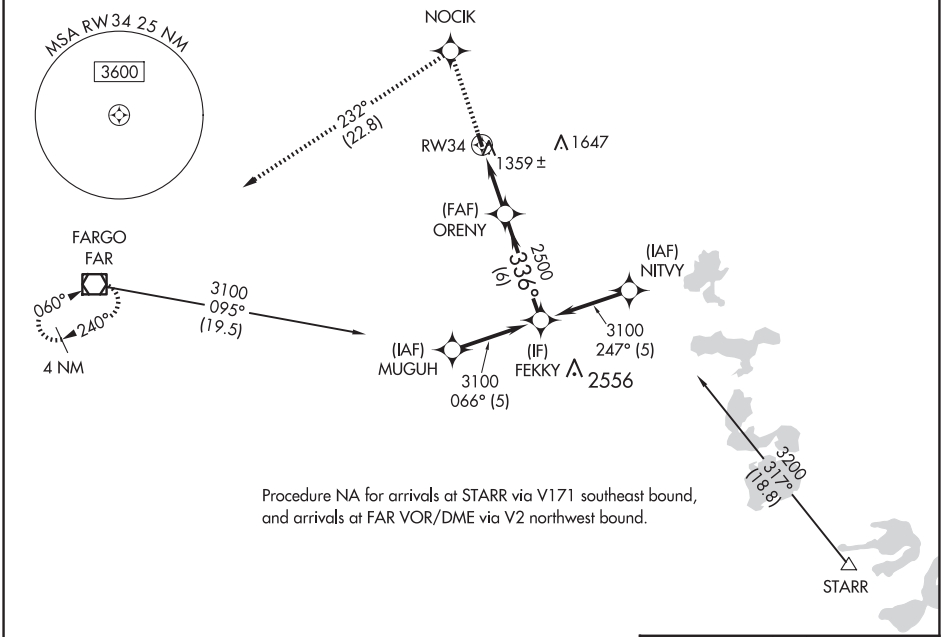
NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

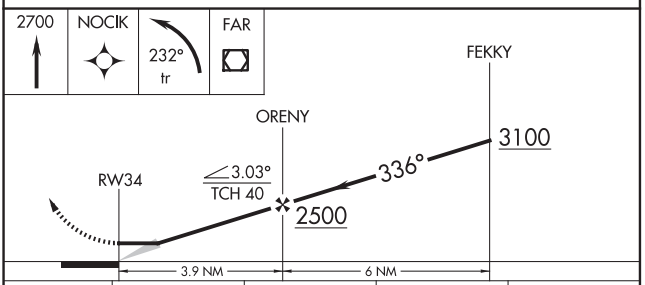
APP CRS	Rwy Idg	TDZE	Apt Elev
336°	3398	1207	1210

RNAV (GPS) RWY 34

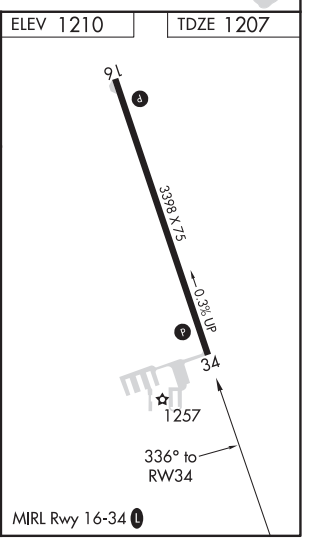
HAWLEY MUNI (Ø4Y)

NA DME/DME RNP-0.3 NA. 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 **120.4 377.15**	UNICOM **122.8** (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1700-1 493 (500-1)		1700-1¼ 493 (500-1¼)	NA
CIRCLING	1760-1 550 (600-1)		1980-2¼ 770 (800-2¼)	NA



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME FAR	APP CRS	Rwy Idg	N/A
116.2	060°	TDZE	N/A
Chan 109		Apt Elev	1210

VOR/DME-A

HAWLEY MUNI (Ø4Y)

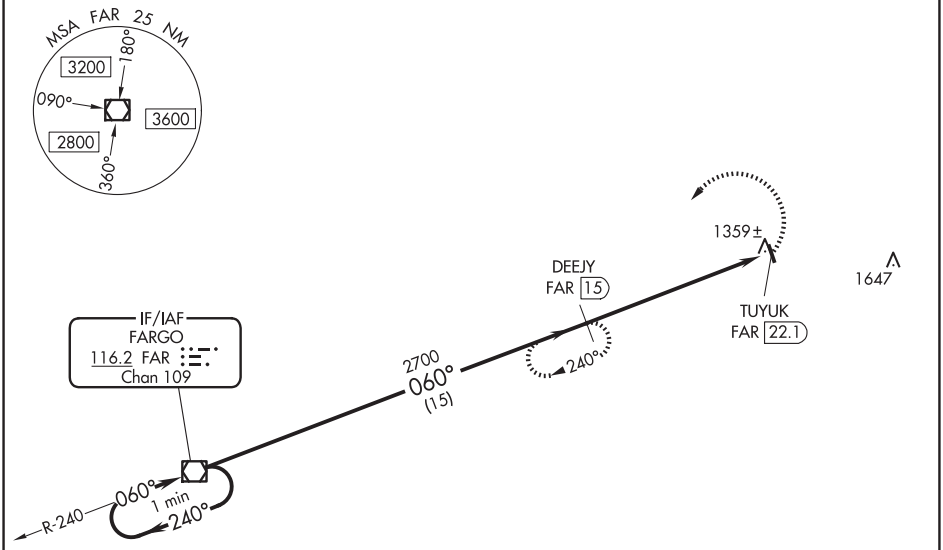
NA

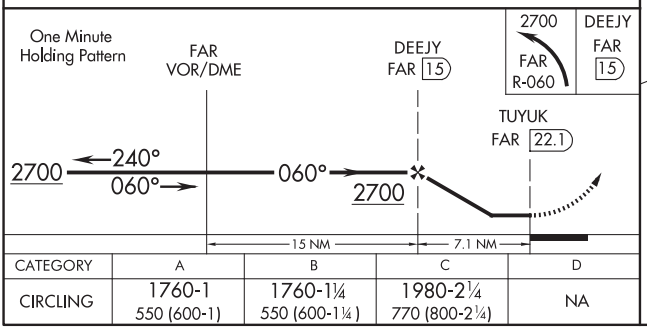
Use Fargo, ND altimeter setting.

MISSED APPROACH: Climbing left turn to 2700 via FAR VOR/DME R-060 to DEEJY/15 DME and hold.

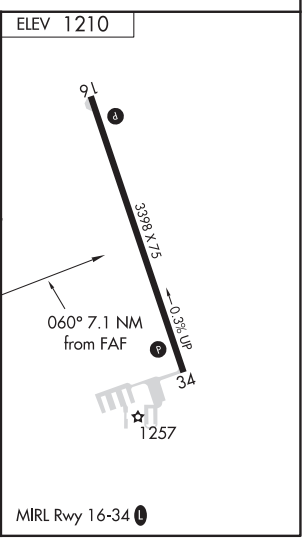
FARGO APP CON
120.4 377.15

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1760-1 550 (600-1)	1760-1¼ 550 (600-1¼)	1980-2¼ 770 (800-2¼)	NA



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH **48818** **W15A**	APP CRS **147°**	Rwy Idg **4999** TDZE **1787** Apt Elev **1815**

RNAV (GPS) RWY 15

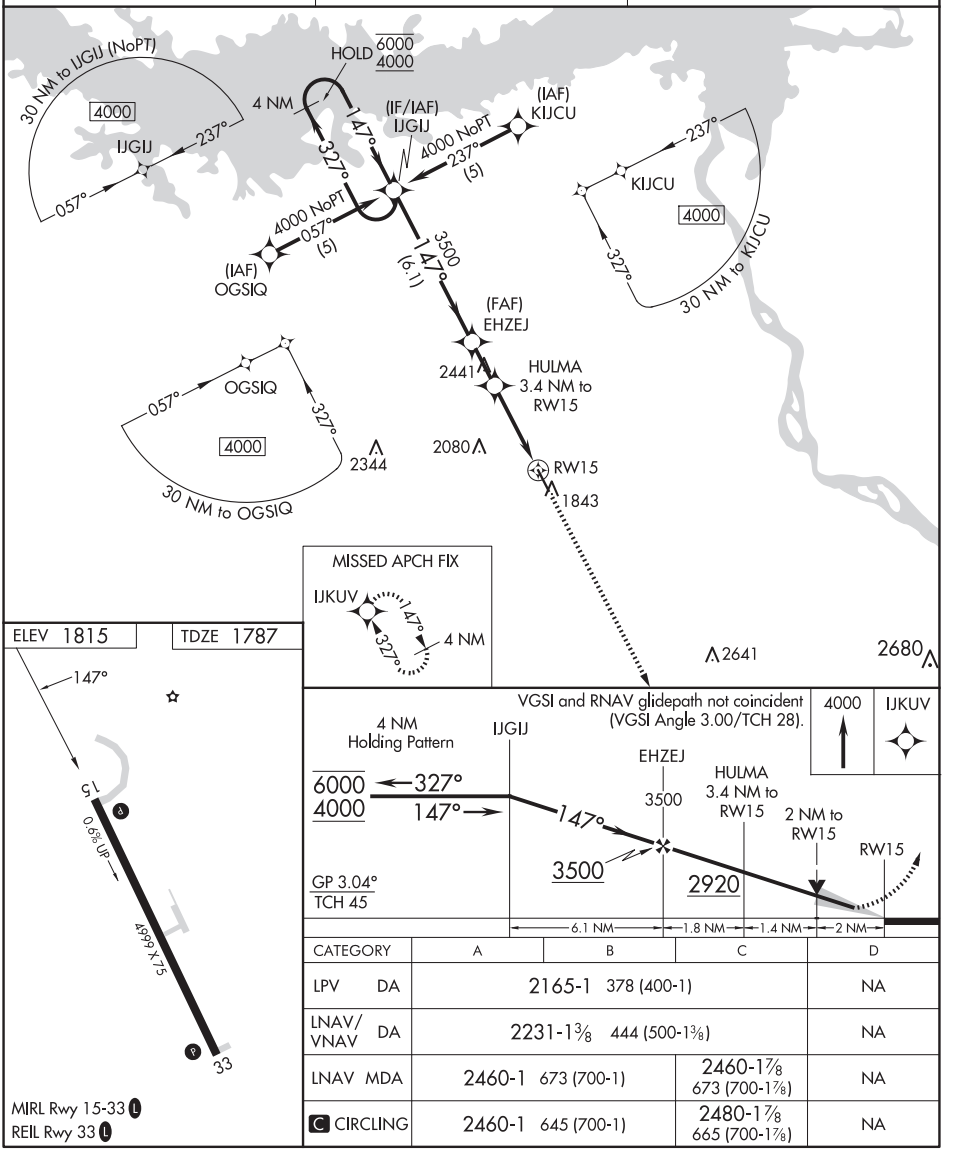
MERCER COUNTY RGNL (HZE)

RNP APCH - GPS.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct IJKUV and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.675	**124.25 236.825**	**122.8** (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2165-1 378 (400-1)			NA
LNAV/VNAV DA	2231-1 3/8 444 (500-1 3/8)			NA
LNAV MDA	2460-1 673 (700-1)		2460-1 7/8 673 (700-1 7/8)	NA
C CIRCLING	2460-1 645 (700-1)		2480-1 7/8 665 (700-1 7/8)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

HAZEN, NORTH DAKOTA | AL-9085 (FAA) | 23222

RNAV (GPS) RWY 33

MERCER COUNTY RGNL (HZE)

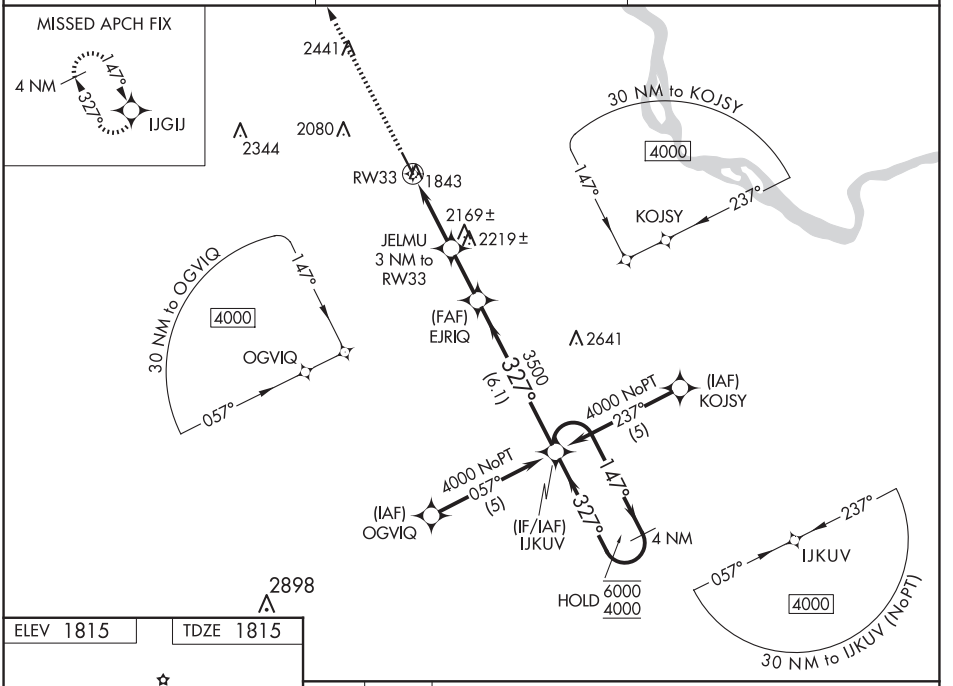
WAAS	APP CRS	Rwy Idg	4999
CH 53318	327°	TDZE	1815
W33A		Apt Elev	1815

RNP APCH - GPS.

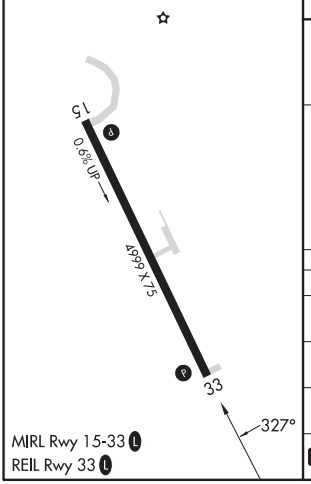
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

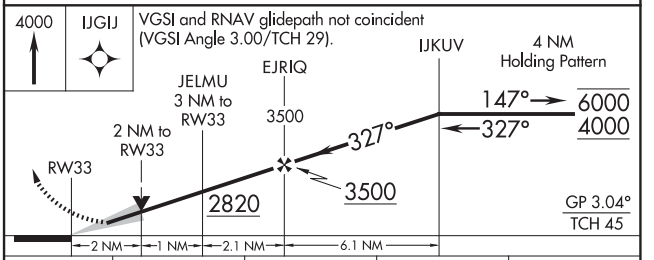
MISSED APPROACH: Climb to 4000 direct IJGIJ and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.675	124.25 236.825	122.8 (CTAF) L



ELEV 1815 | TDZE 1815





CATEGORY	A	B	C	D
LPV DA	2193-1 378 (400-1)			NA
LNAV/VNAV DA	2353-1½ 538 (600-1½)			NA
LNAV MDA	2480-1 665 (700-1)		2480-1⅞ 665 (700-1⅞)	NA
C CIRCLING	2480-1 665 (700-1)		2480-1⅞ 665 (700-1⅞)	NA

HAZEN, NORTH DAKOTA
Amdt 1B 20APR23

47°17′N-101°35′W

MERCER COUNTY RGNL (HZE)
RNAV (GPS) RWY 33

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS		
CH **90140**	**128°**	Rwy Idg	**4652**
W12A		TDZE	**2706**
		Apt Elev	**2706**

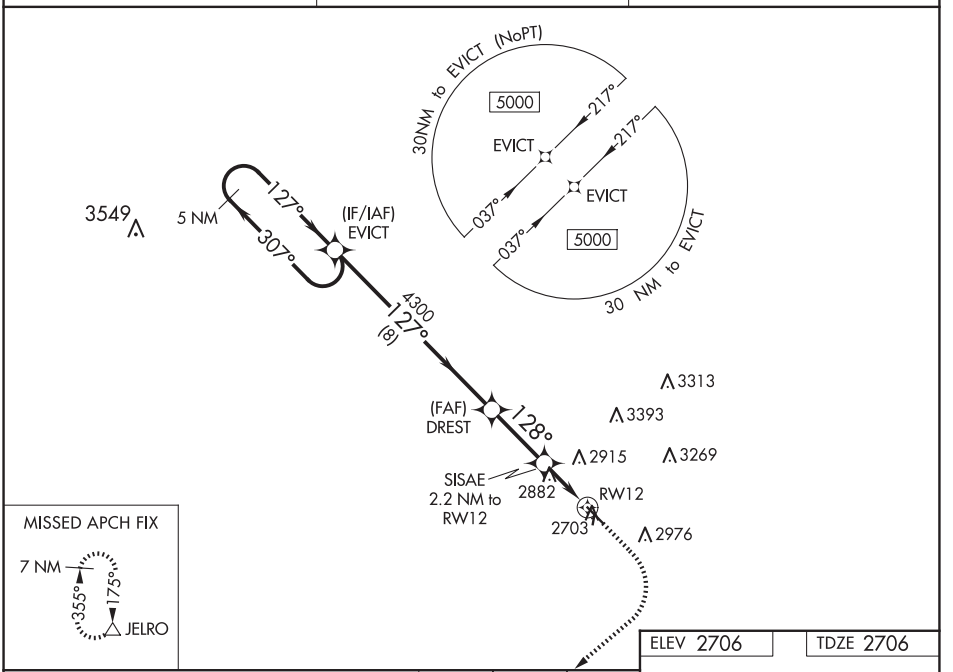
RNAV (GPS) RWY 12

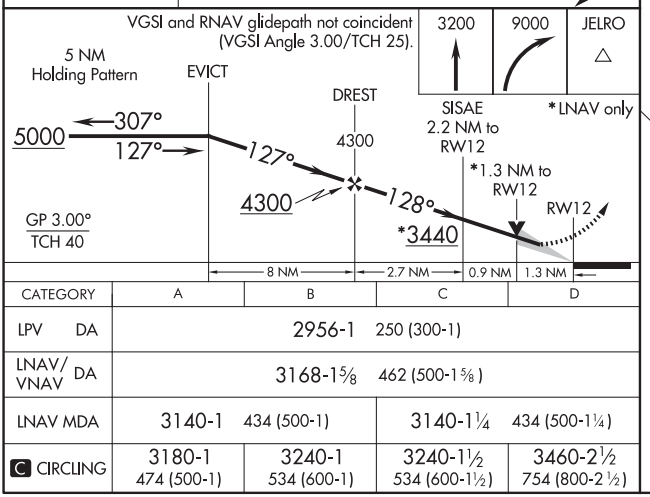
HETTINGER/JB LINDQUIST RGNL (HEI)

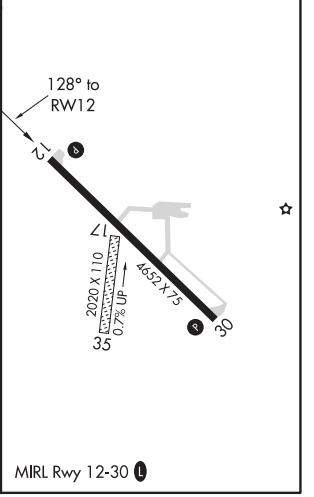
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA northeast of Rwy 12-30. Circling NA to Rwys 17 and 35.

MISSED APPROACH: Climb to 3200, then climbing right turn to 9000 direct JELRO and hold, continue climb-in-hold to 9000.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	**124.25 236.825**	**122.8** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2956-1 250 (300-1)			
LNAV/VNAV DA	3168-1⅝ 462 (500-1⅝)			
LNAV MDA	3140-1 434 (500-1)		3140-1¼ 434 (500-1¼)	
C CIRCLING	3180-1 474 (500-1)	3240-1 534 (600-1)	3240-1½ 534 (600-1½)	3460-2½ 754 (800-2½)

MIRL Rwy 12-30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

HETTINGER, NORTH DAKOTA | AL-6517 (FAA) | 21112

RNAV (GPS) RWY 30

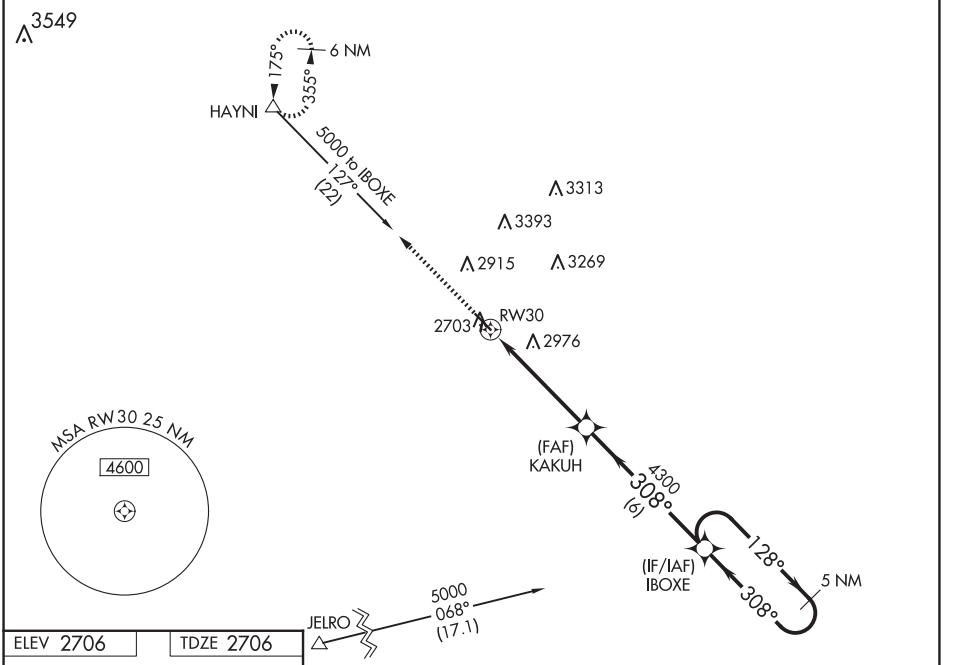
HETTINGER/JB LINDQUIST RGNL (HEI)

WAAS	APP CRS	Rwy Idg	4652
CH 82738	308°	TDZE	2706
W30A		Apt Elev	2706

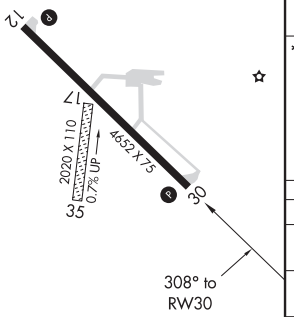
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA northeast of Rwy 12-30. Circling NA to Rwys 17 and 35.

MISSED APPROACH: Climb to 6000 direct HAYNI and hold, continue climb-in-hold to 6000.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	124.25 236.825	122.8 (CTAF) L



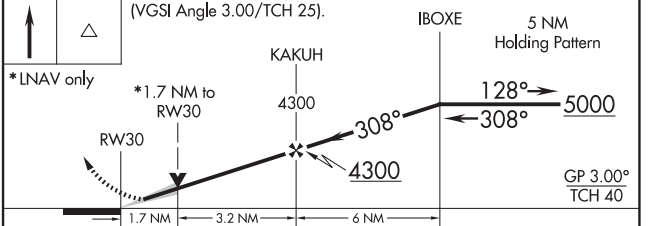
ELEV 2706 | TDZ 2706



MIRL Rwy 12-30 L

6000 | HAYNI

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).



CATEGORY	A	B	C	D
LPV DA	2956-1 250 (300-1)			
LNAV/VNAV DA	3233-1⅞ 527 (600-1⅞)			
LNAV MDA	3260-1 554 (600-1)		3260-1⅝ 554 (600-1⅝)	
C CIRCLING	3260-1 554 (600-1)		3260-1⅝ 554 (600-1⅝)	3460-2½ 754 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 13

RANGE RGNL (HIB)

LOC I-JAE	APP CRS	Rwy Ldg	6758
111.75	130°	TDZE	1354
		Apt Elev	1354

DME required.

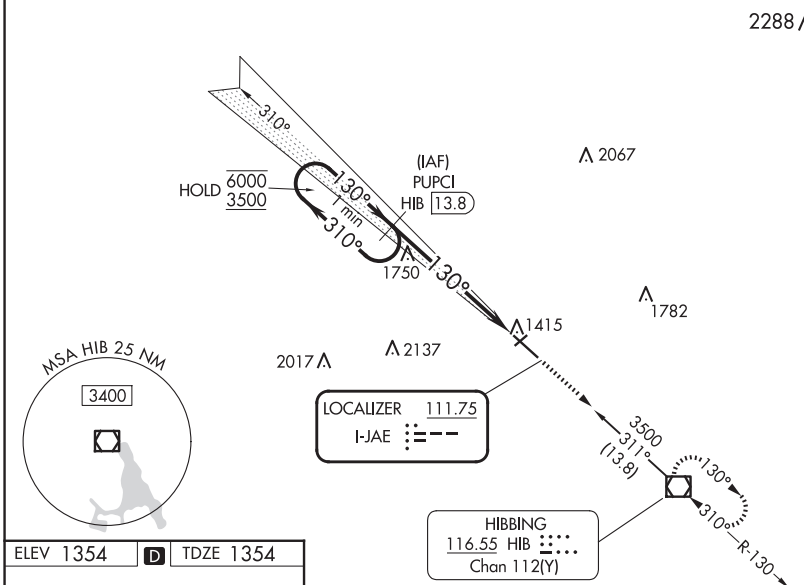
Autopilot coupled approach NA below 2515. VDP NA when using Eveleth altimeter setting. Caution opposing ILS continuously on. When local altimeter setting not received, use Eveleth altimeter setting and increase S-ILS 13 DA to 1590 feet; increase all MDAs 40 feet and S-LOC 13 visibility Cat B/C/D ¼ SM, 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.

-40°C

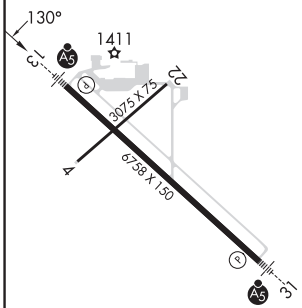
MALSR

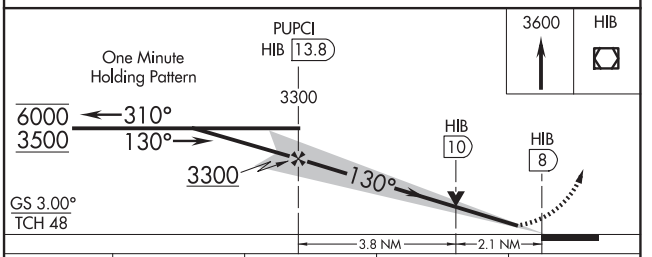
MISSED APPROACH: Climb to 3600 direct HIB VOR/DME and hold.

ASOS	DULUTH APP CON	CLNC DEL	UNICOM
126.425	125.45 233.7	127.4	123.0 (CTAF) L



ELEV 1354 D TDZE 1354





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)

HIRL Rwy 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 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)

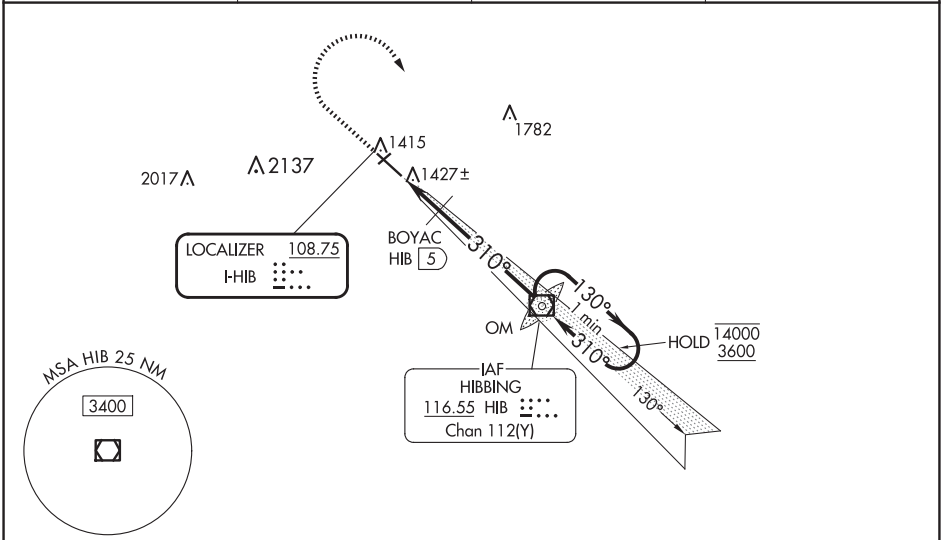
T A -40°C

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 ⅛ SM and Circling Cat C ¼ SM. Increase BOYAC fix minimums S-LOC 31 Cat C/D visibility ⅛ 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.

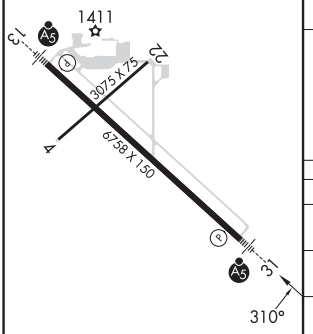
MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3600 direct HIB VOR/DME and hold.

ASOS	DULUTH APP CON	CLNC DEL	UNICOM
126.425	125.45 233.7	127.4	123.0 (CTAF) L

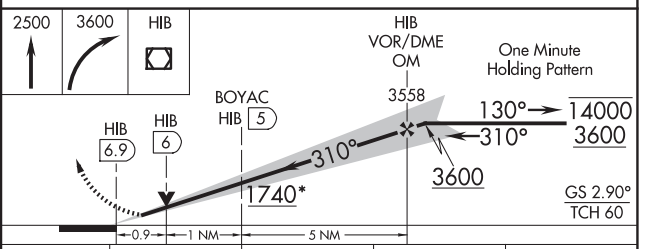


ELEV 1354 D TDZE 1345



HIRL Rwy 13-31 L

FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



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)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 4

RANGE RGNL (HIB)

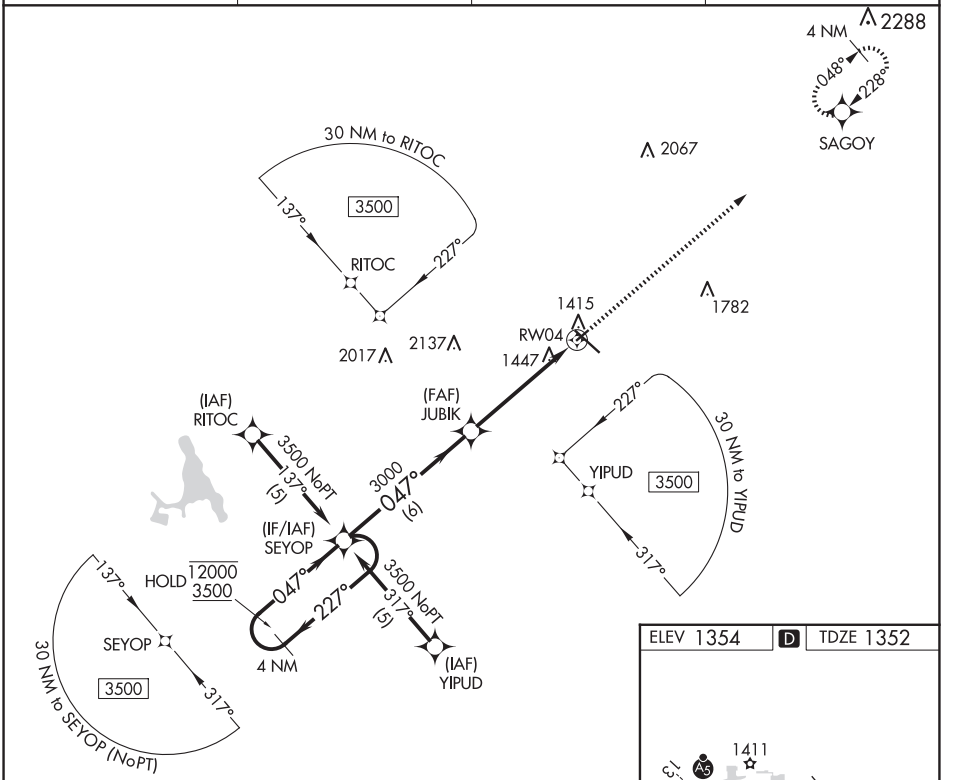
APP CRS	Rwy Ldg	3075
047°	TDZE	1352
	Apt Elev	1354

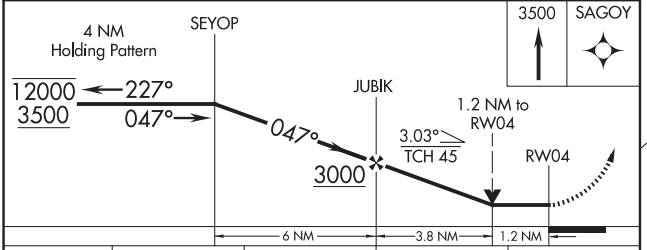
RNP APCH - GPS.

T A -40°C Rwy 4 helicopter visibility reduction below ¾ 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.

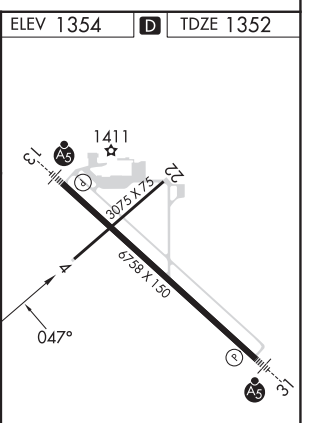
MISSED APPROACH: Climb to 3500 direct SAGOY and hold.

ASOS	DULUTH APP CON	CLNC DEL	UNICOM
126.425	125.45 233.7	127.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1780-1	428 (500-1)	NA	
CIRCLING	1900-1	546 (600-1)	NA	



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

HIBBING, MINNESOTA AL-5159 (FAA) 25163

WAAS	APP CRS	Rwy Ldg	6758
CH 69222	130°	TDZE	1354
W13A		Apt Elev	1354

RNAV (GPS) RWY 13

RANGE RGNL (HIB)

RNP APCH - GPS.

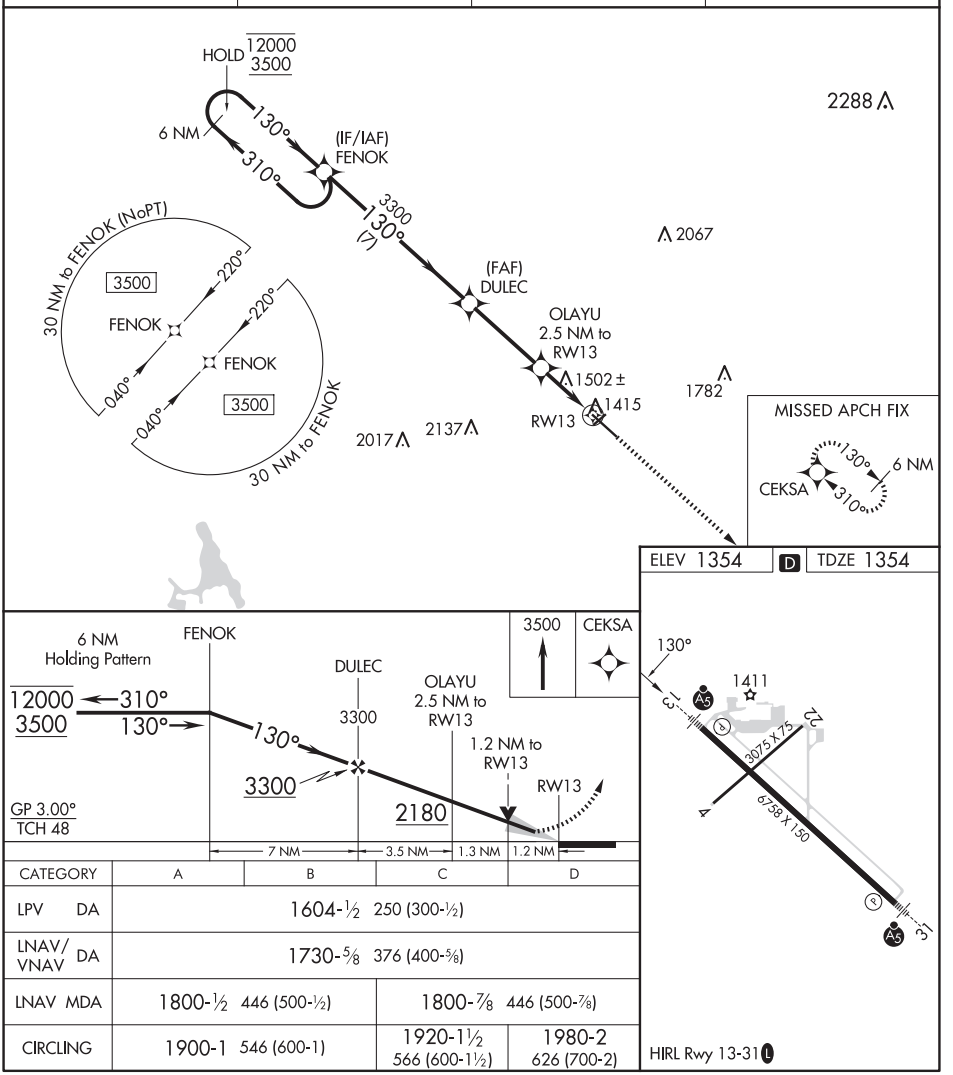
T A -40°C

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 1640 feet; increase LNAV/VNAV DA to 1766 feet and all visibilities ⅛ SM. Increase all MDAs 40 feet and LNAV visibility Cat C/D ⅛ 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 ⅞ SM, LNAV/VNAV all Cats to 1⅛ SM, LNAV Cat C/D to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 3500 direct CEKSA and hold.

ASOS	DULUTH APP CON	CLNC DEL	UNICOM
126.425	125.45 233.7	127.4	123.0 (CTAF) L



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
Amdt 1D 21MAR24

47°23'N-92°50'W

RANGE RGNL (HIB)

RNAV (GPS) RWY 13

NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	3075
227°	TDZE	1352
	Apt Elev	1354

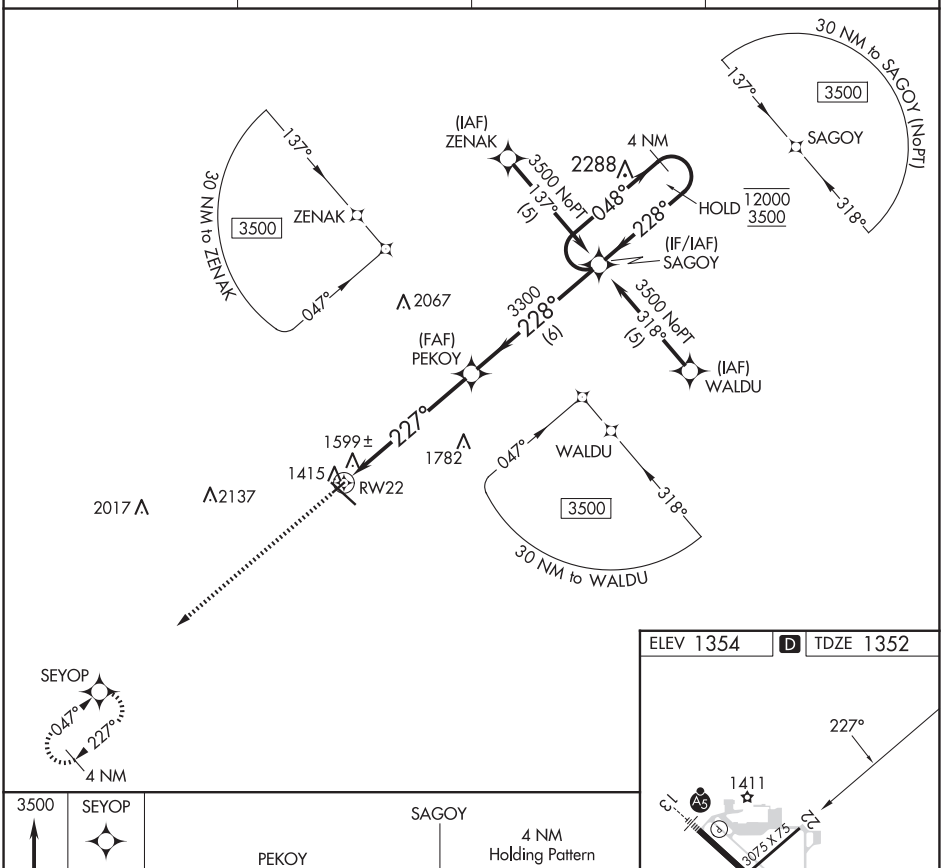
RNAV (GPS) RWY 22
RANGE RGNL (HIB)

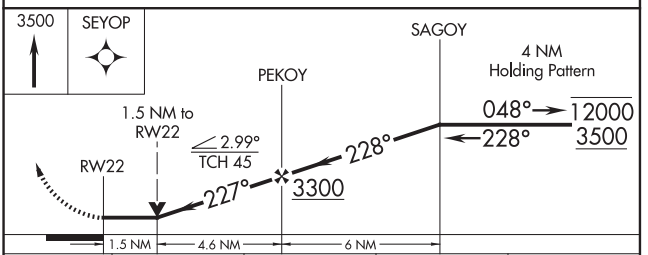
RNP APCH - GPS.

T A -40°C Rwy 22 helicopter visibility reduction below ¾ 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.

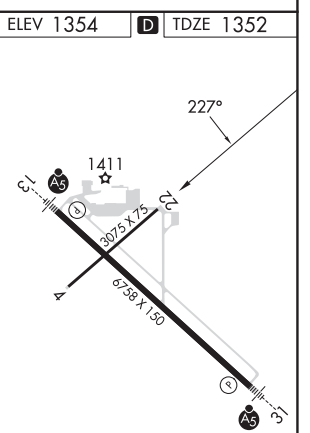
MISSED APPROACH: Climb to 3500 direct SEYOP and hold.

ASOS	DULUTH APP CON	CLNC DEL	UNICOM
126.425	125.45 233.7	127.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1860-1 508 (600-1)		NA	
CIRCLING	1900-1 546 (600-1)		NA	



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

HIBBING, MINNESOTA | AL-5159 (FAA) | 25163

WAAS	APP CRS	Rwy Ldg	6758
CH 65722	310°	TDZE	1345
W31A		Apt Elev	1354

RNAV (GPS) RWY 31
RANGE RGNL (HIB)

RNP APCH - GPS.

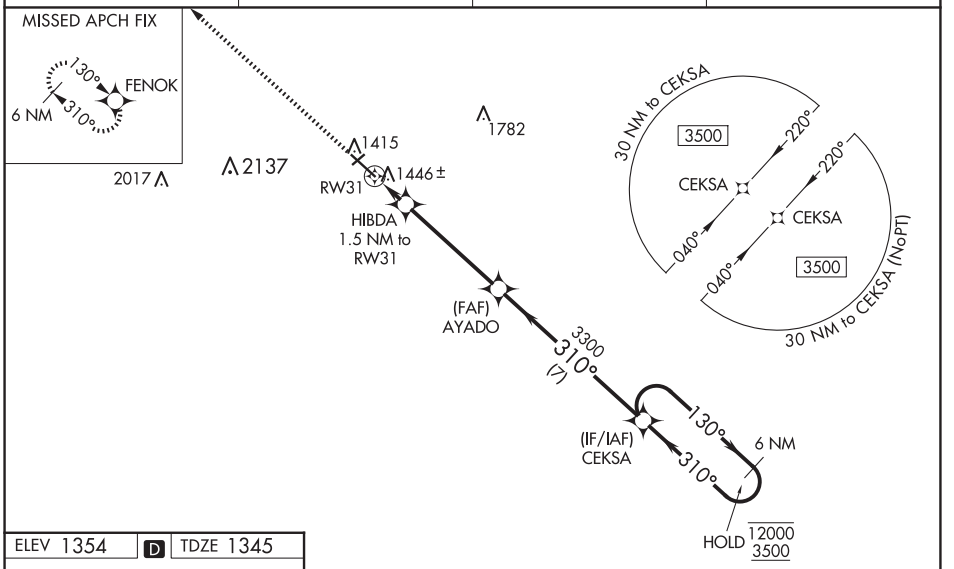
Baro-VNAV and VDP NA when using Eveleth altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Eveleth altimeter setting and increase LPV DA to 1581 feet; increase LNAV/VNAV DA to 1643 feet; increase all MDAs 40 feet; and Circling visibility Cat C ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM, LNAV Cat C/D to 1 SM. For inop ALS when using Eveleth altimeter setting, increase LNAV/VNAV all Cats visibility to ⅞ SM.

-40°C

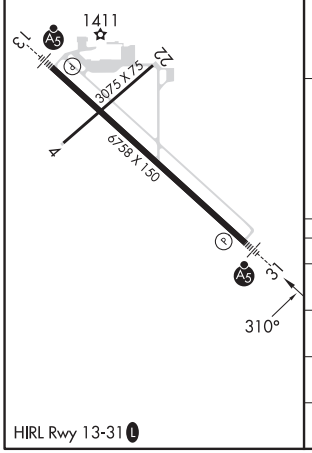
MALSR

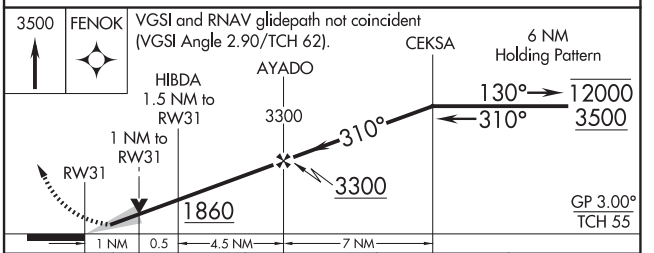
MISSED APPROACH: Climb to 3500 direct FENOK and hold.

ASOS	DULUTH APP CON	CLNC DEL	UNICOM
126.425	125.45 233.7	127.4	123.0 (CTAF) L



ELEV 1354 | D | TDZE 1345





CATEGORY	A	B	C	D
LPV DA	1545-½ 200 (200-½)			
LNAV/VNAV DA	1607-½ 262 (300-½)			
LNAV MDA	1700-½ 355 (400-½)		1700-⅝ 355 (400-⅝)	
CIRCLING	1900-1 546 (600-1)		1920-1½ 566 (600-1½)	1980-2 626 (700-2)

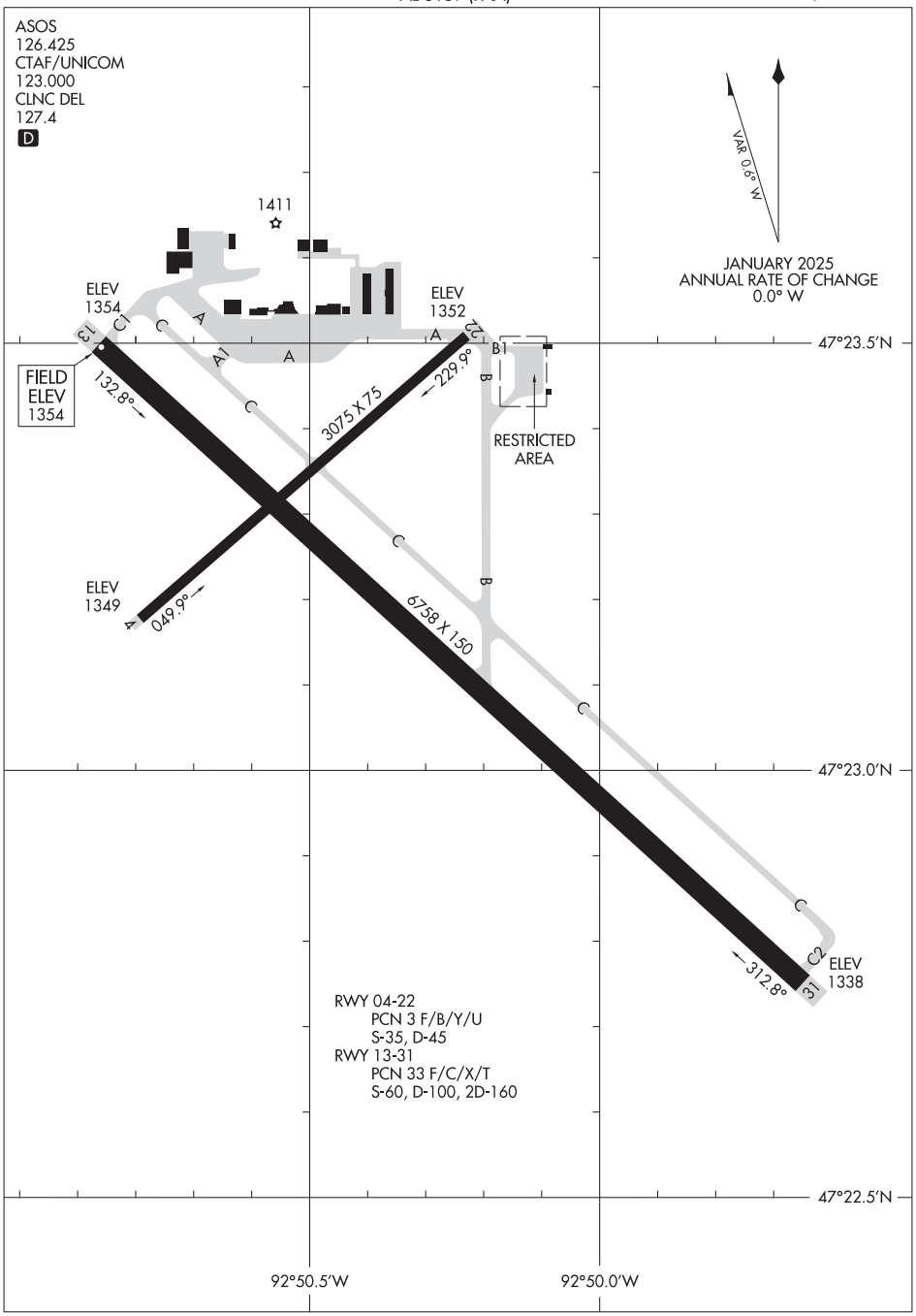
HIRL Rwy 13-31 L

HIBBING, MINNESOTA
Amdt 1C 21MAR24

47°23'N-92°50'W

RANGE RGNL (HIB)
RNAV (GPS) RWY 31

NC-1, 07 AUG 2025 to 02 OCT 2025



NC-1, 07 AUG 2025 to 02 OCT 2025

HIGHMORE, SOUTH DAKOTA AL-10432 (FAA) 25219

RNAV (GPS) RWY 13

HIGHMORE MUNI (9DØ)

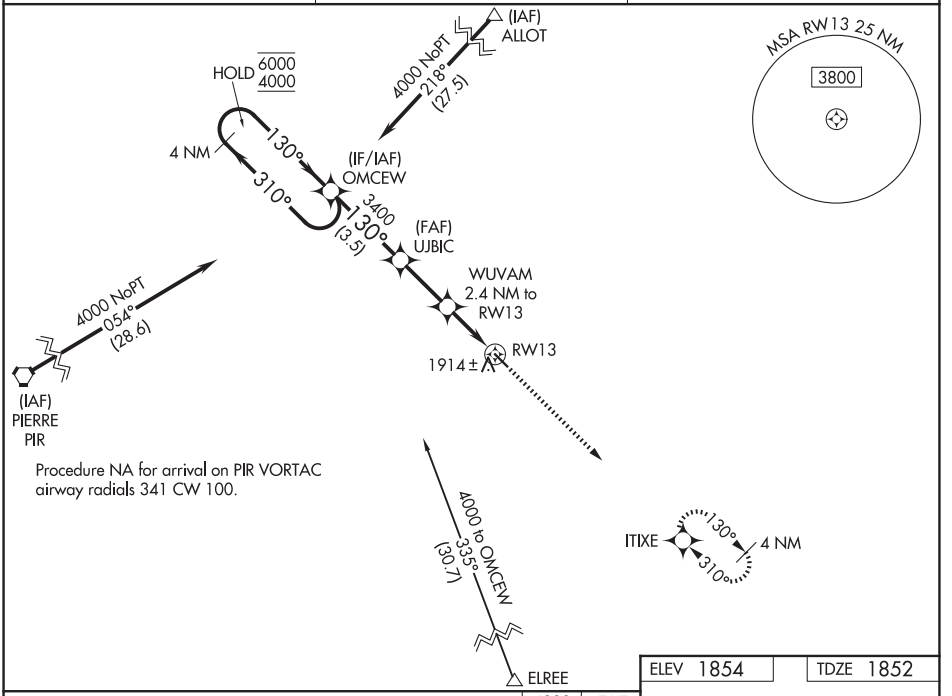
WAAS	APP CRS	Rwy Ldg	3701
CH 72839	130°	TDZE	1852
W13A		Apt Elev	1854

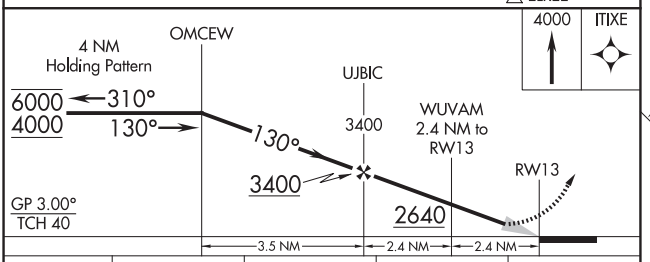
RNP APCH - GPS.

Baro-VNAV NA. Use 98D altimeter setting; when not received, use PIR altimeter setting and increase LPV DA to 2226 feet. Increase LNAV/VNAV DA to 2226 feet. Increase all MDAs 40 feet.

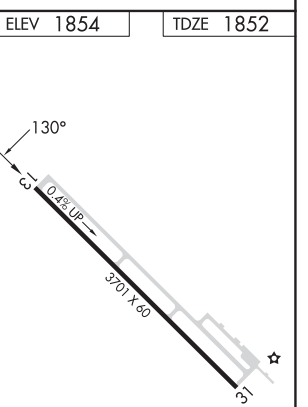
MISSED APPROACH: Climb to 4000 direct ITIXE and hold.

98D AWOS-2	MINNEAPOLIS CENTER	CTAF
122.9	125.1 269.1	122.9





CATEGORY	A	B	C	D
LPV DA	2192-1	340 (400-1)	NA	
LNAV/VNAV DA	2192-1	340 (400-1)	NA	
LNAV MDA	2260-1	408 (500-1)	NA	
CIRCLING	2460-1 606 (700-1)	2600-1 746 (800-1)	NA	



HIGHMORE, SOUTH DAKOTA
Orig-B 07AUG25

44°32'N-99°27'W

HIGHMORE MUNI (9DØ)

RNAV (GPS) RWY 13

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40437 W31A	APP CRS 310°	Rwy Ldg 3701 TDZE 1854 Apt Elev 1854

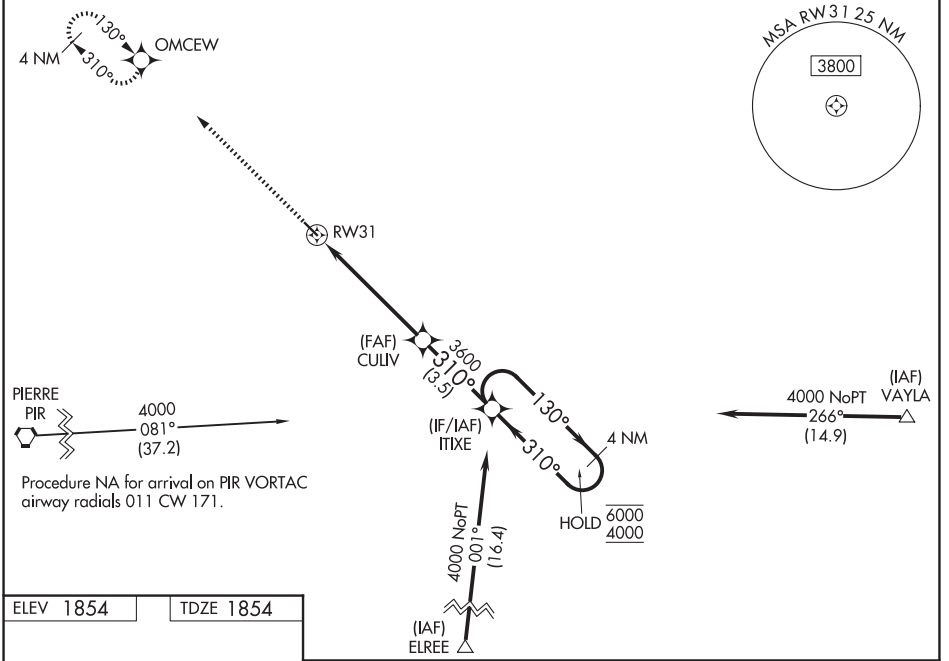
RNAV (GPS) RWY 31
HIGHMORE MUNI (9DØ)

RNP APCH - GPS.

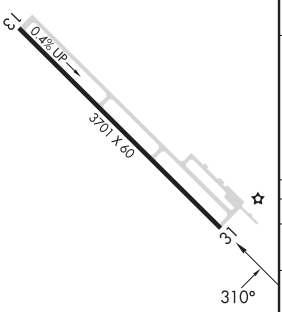
NA Baro-VNAV NA. Use 98D altimeter setting; when not received, use PIR altimeter setting and increase LPV DA to 2239 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 2553 feet and all visibilities ⅛ SM. Increase all MDAs 40 feet.

MISSED APPROACH: Climb to 4000 direct OMCEW and hold.

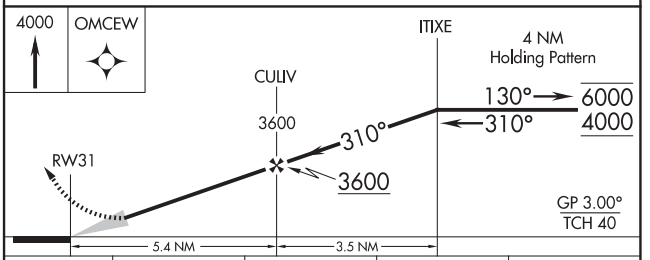
98D AWOS-2	MINNEAPOLIS CENTER	CTAF
122.9	125.1 269.1	122.9



ELEV 1854	TDZE 1854



MIRL Rwy 13-31



CATEGORY	A	B	C	D
LPV DA	2205-1 351 (400-1)		NA	
LNAV/VNAV DA	2519-1⅞ 665 (700-1⅞)		NA	
LNAV MDA	2540-1 686 (700-1)		NA	
CIRCLING	2540-1 686 (700-1)	2600-1 746 (800-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

HILLSBORO, NORTH DAKOTA | AL-9021 (FAA) | 22307

RNAV (GPS) RWY 16

HILLSBORO MUNI (3H4)

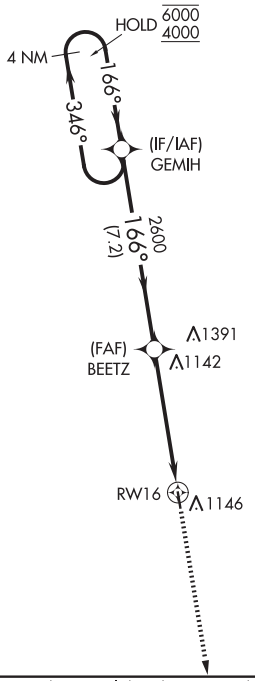
WAAS	APP CRS	Rwy Idg	3301
CH 86837	166°	TDZE	906
W16A		Apt Elev	906

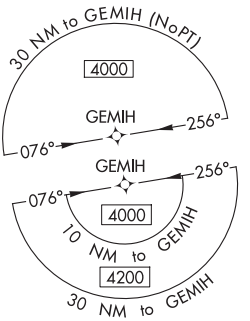
RNP APCH.

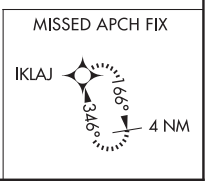
T A NA — Baro-VNAV NA. Use Fargo altimeter setting.

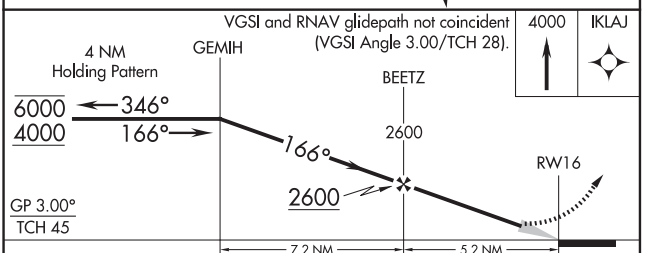
MISSED APPROACH: Climb to 4000 direct IKLAJ and hold, continue climb-in-hold to 4000.

FAR ASOS	FARGO APP CON	CTAF
124.5 379.2	120.4 377.15	122.9 L

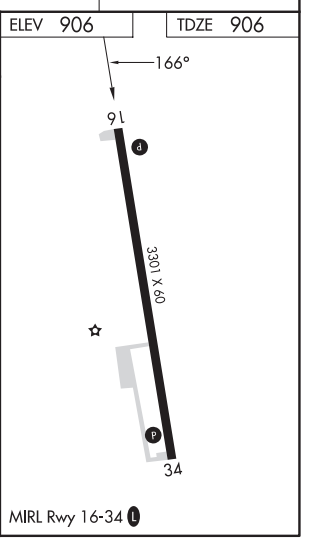








CATEGORY	A	B	C	D
LPV DA	1222-1 316 (400-1)			NA
LNAV/VNAV DA	1255-1 349 (400-1)			NA
LNAV MDA	1520-1 614 (700-1)		1520-1¾ 614 (700-1¾)	NA
CIRCLING	1520-1 614 (700-1)		1520-1¾ 614 (700-1¾)	NA



HILLSBORO, NORTH DAKOTA
Amdt 2A 12AUG21

47°22'N-97°04'W

HILLSBORO MUNI (3H4)

RNAV (GPS) RWY 16

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	3301
CH 81937	346°	TDZE	906
W34A		Apt Elev	906

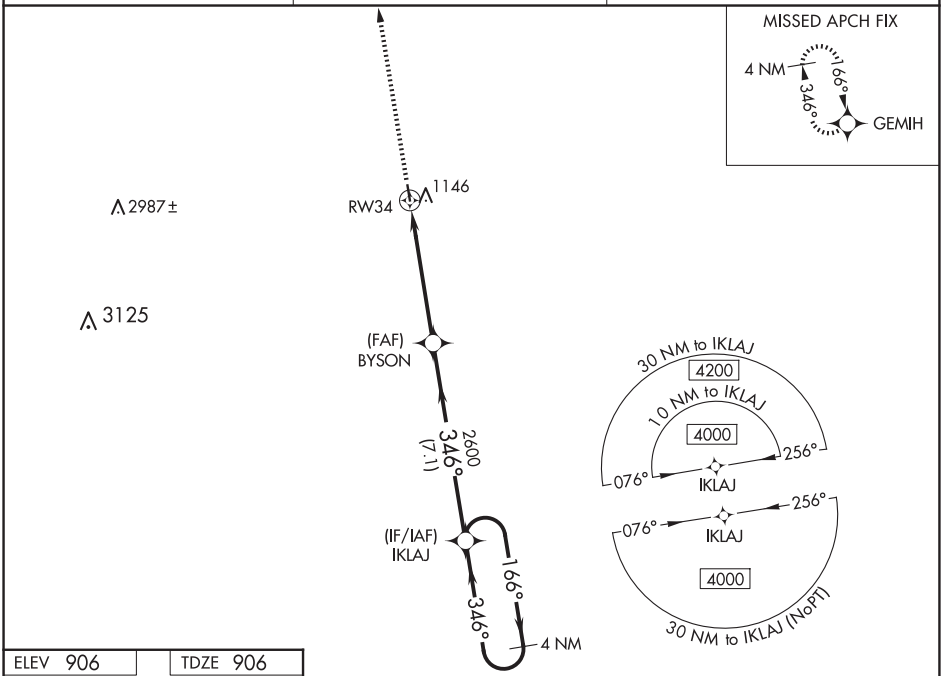
RNAV (GPS) RWY 34

HILLSBORO MUNI (3H4)

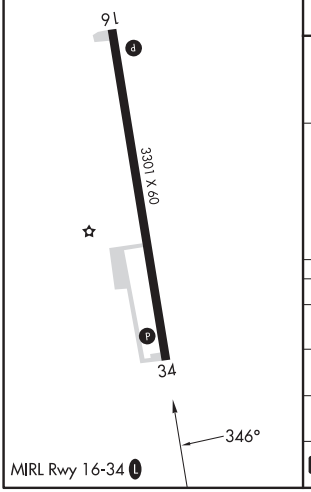
T NA Use Fargo altimeter setting. DME/DME RNP-0.3 NA. Night Landing: Rwy 34 NA. Helicopter visibility reduction below 1 SM NA.

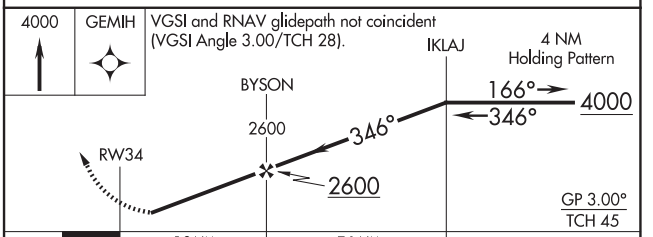
MISSED APPROACH: Climb to 4000 direct GEMIH and hold.

FAR ASOS	FARGO APP CON	CTAF
124.5 379.2	120.4 377.15	122.9 L



ELEV 906 TDZE 906





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)		1480-1⅝ 574 (600-1⅝)	NA
C CIRCLING	1520-1 614 (700-1)		1520-1¾ 614 (700-1¾)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

HINCKLEY, MINNESOTA

AL-10344 (FAA)

25163

RNAV (GPS) RWY 6

FIELD OF DREAMS (ϕ4W)

APP CRS	Rwy Ldg	2561
065°	TDZE	1021
	Apt Elev	1021

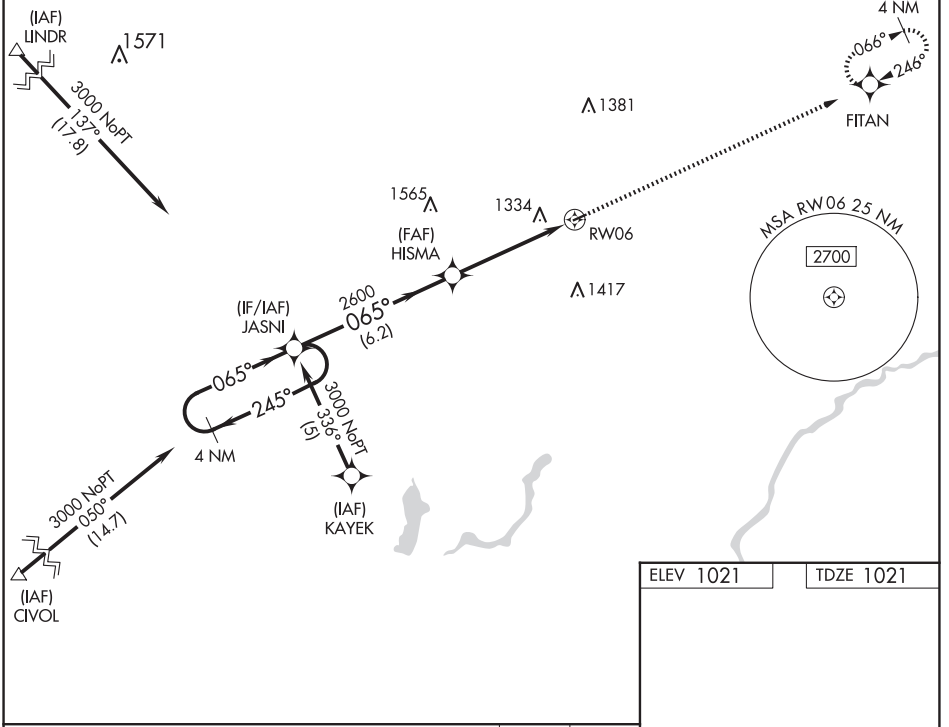
RNP APCH.

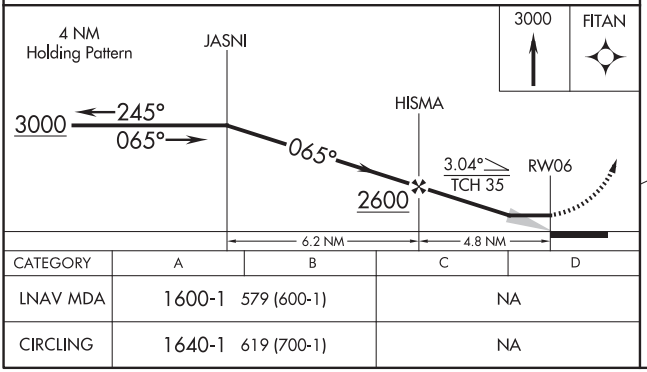
▼ When local altimeter setting not received, use Mora altimeter setting and increase all MDAs 60 feet. Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA.

▲ NA

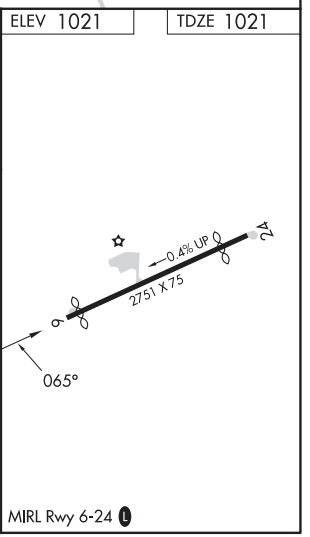
MISSED APPROACH: Climb to 3000 direct FITAN and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.225	121.05 235.775	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	1600-1	579 (600-1)	NA	
CIRCLING	1640-1	619 (700-1)	NA	



HINCKLEY, MINNESOTA

Orig-B 16JUL20

46°01'N-92°54'W

FIELD OF DREAMS (ϕ4W)

RNAV (GPS) RWY 6

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS		
CH 99628	012°	Rwy Idg	4506
W01A		TDZE	3150
		Apt Elev	3150

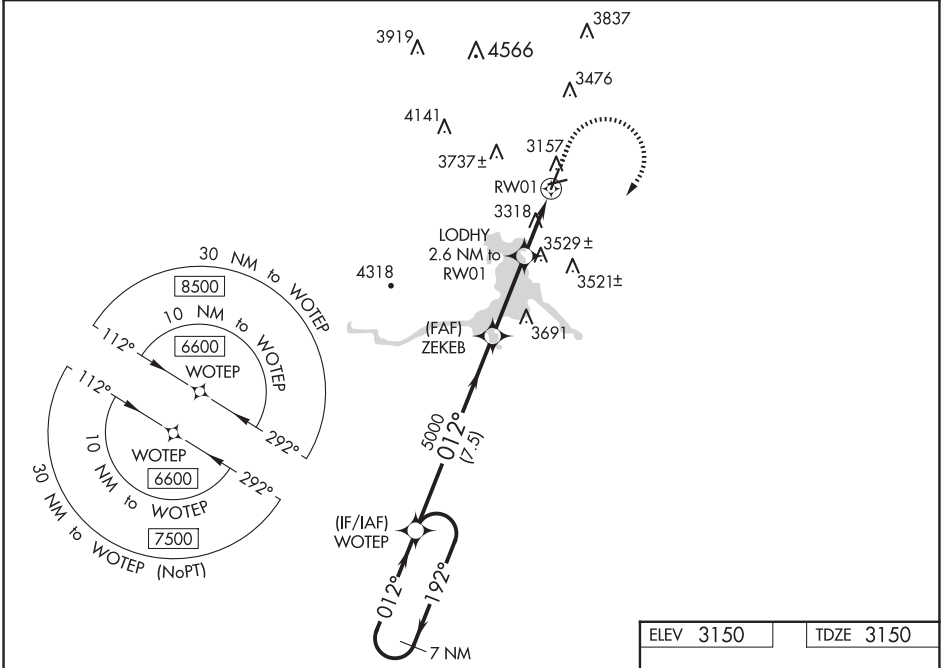
RNAV (GPS) RWY 1

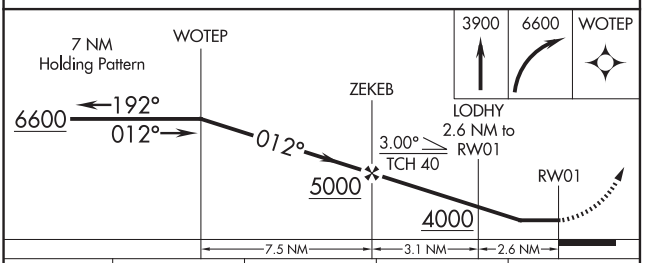
HOT SPRINGS MUNI (HSR)

Rwy 1 helicopter visibility reduction below ¾ NA. DME/DME RNP-0.3 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.

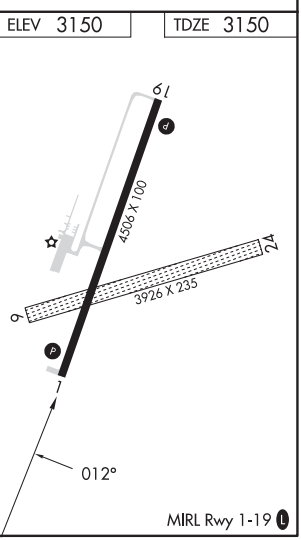
MISSED APPROACH: Climb to 3900, then climbing right turn to 6600 direct WOTEP and hold.

CDR ASOS	DENVER CENTER	GCO	AUNICOM
118.05	127.95 338.2	121.725	122.8 (CTAF)





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)	
C CIRCLING	3880-1 730 (800-1)	3900-1 750 (800-1)	3980-2½ 830 (900-2½)	4100-3 950 (1000-3)



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

HOT SPRINGS, SOUTH DAKOTA | AL-904 (FAA) | 22251

WAAS	APP CRS	Rwy Idg	4506
CH 56628	192°	TDZE	3146
W19A		Apt Elev	3150

RNAV (GPS) RWY 19

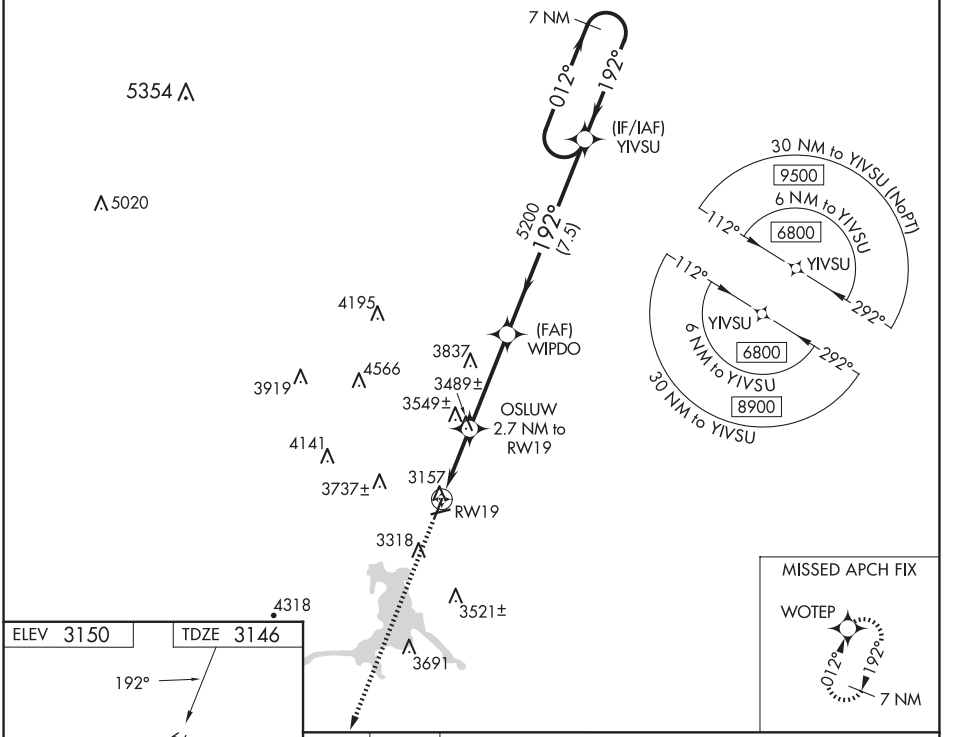
HOT SPRINGS MUNI (HSR)

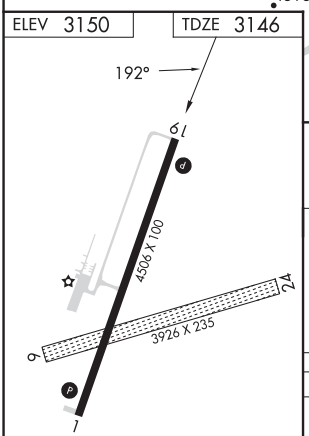
Rwy 19 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.
Circling NA to Rwy 6 and 24. Circling NA west of Rwy 1-19.
Use Chadron, NE altimeter setting, when not received use Rapid City Rgnl altimeter setting and increase all MDA 20 feet, increase LNAV Cat C and D visibility ½ SM.

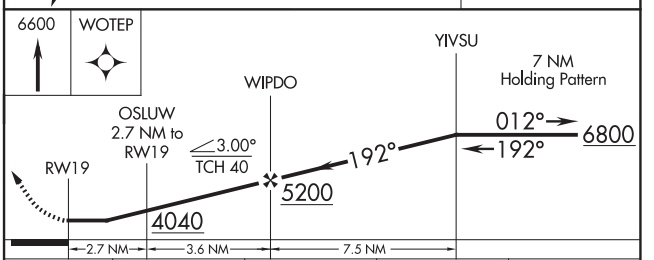
NA

MISSED APPROACH: Climb to 6600 direct WOTEP and hold.

CDR ASOS	DENVER CENTER	GCO	AUNICOM
118.05	127.95 338.2	121.725	122.8 (CTAF) L







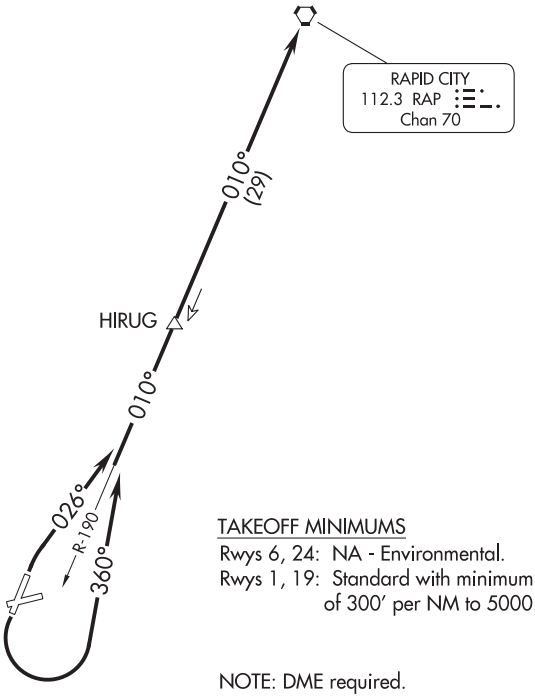
CATEGORY	A	B	C	D
LP MDA	3840-1 694 (700-1)		3840-2 694 (700-2)	
LNAV MDA	3900-1 754 (800-1)	3900-1¼ 754 (800-1¼)	3900-2 754 (800-2)	
C CIRCLING	3900-1 750 (800-1)		3980-2½ 830 (900-2½)	4100-3 950 (1000-3)

MIRL Rwy 1-19 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

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.

NC-1, 07 AUG 2025 to 02 OCT 2025

(TST2.TST) 23334

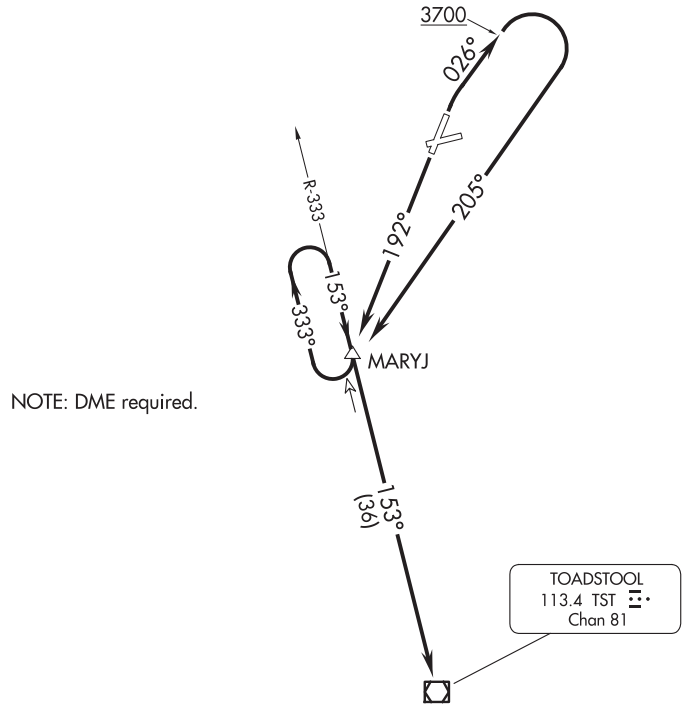
TOADSTOOL TWO DEPARTURE

AL-904 (FAA)

HOT SPRINGS MUNI (HSR)
HOT SPRINGS, SOUTH DAKOTA

TOP ALTITUDE: 7000

DENVER CENTER
127.95 338.2



NOTE: DME required.

TAKEOFF MINIMUMS

Rwys 6, 24: NA - Environmental.
Rwys 1, 19: Standard with minimum climb of 300′ per NM to 7000.

NOTE: Chart not to scale.

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.

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-HON	APP CRS	Rwy Idg	7201
110.3	121°	TDZE	1289
Chan 40		Apt Elev	1289

ILS or LOC RWY 12

HURON RGNL (HON)

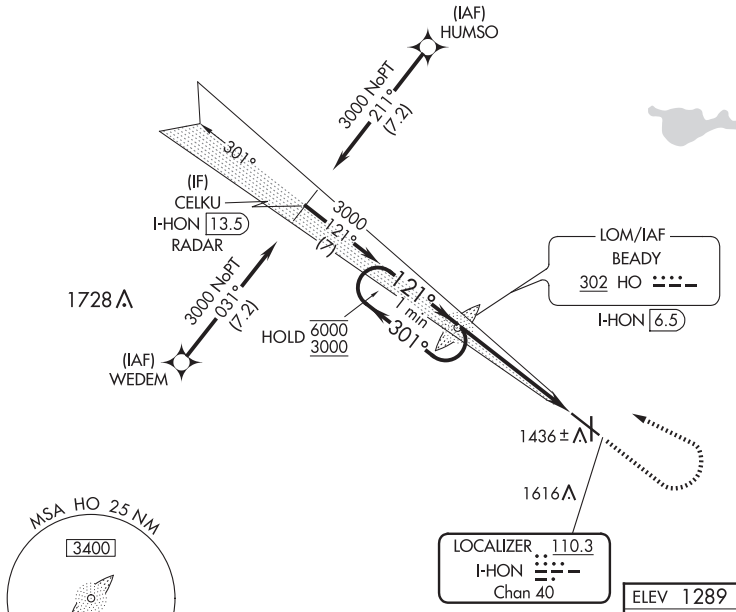
RNAV 1-GPS or RADAR required for procedure entry. ADF required.
From HUMSO and WEDEM: RNAV-1 GPS required.

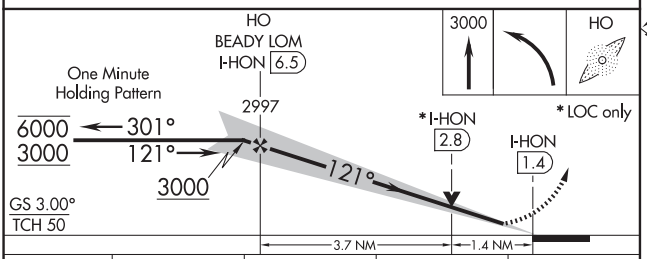
T A Circling Rwy 18, 36 NA at night. For inop ALS, increase S-LOC 12 Cat C/D to 1⅜ SM.

MALSR

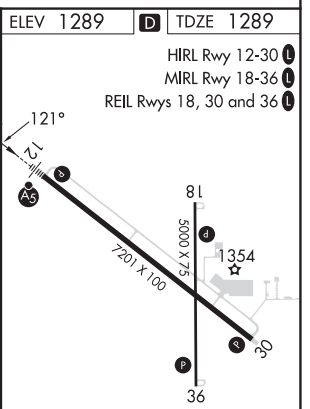
MISSED APPROACH: Climb to 3000 then left turn direct BEADY LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.125	126.25 339.8	123.0 (CTAF) L





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)	
C CIRCLING	1820-1 531 (600-1)		1920-1¾ 631 (700-1¾)	1980-2¼ 691 (700-2¼)



FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 12

HURON RGNL (HON)

WAAS	APP CRS		
CH 70314	121°	Rwy Idg	7201
W12A		TDZE	1289
		Apt Elev	1289

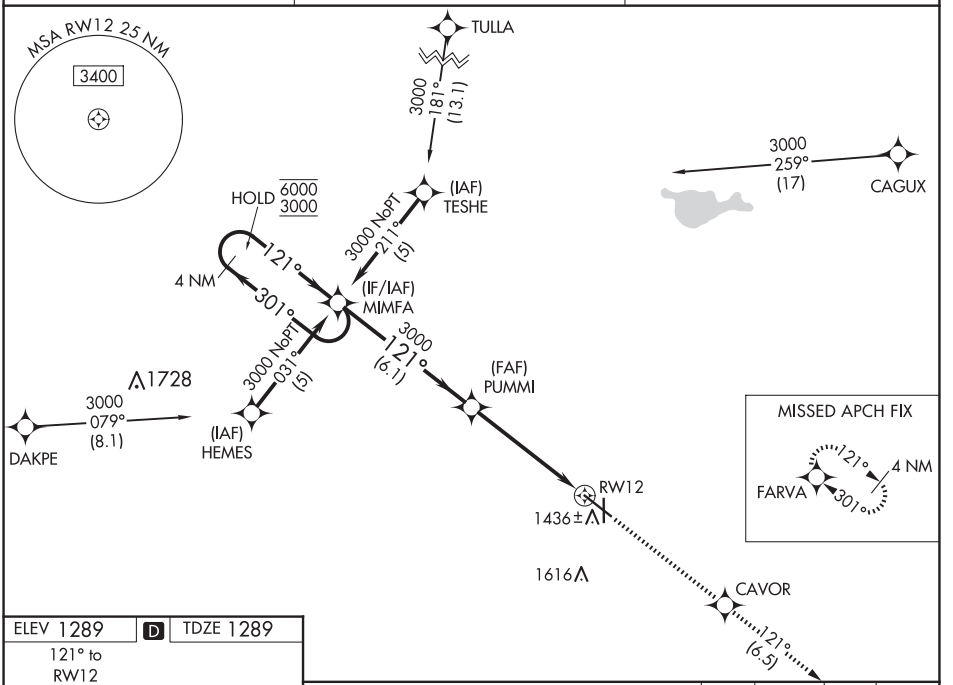
RNP APCH.

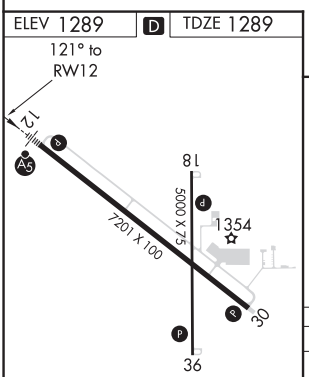
T A Circling Rwy 18, 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C . For inop ALS, increase LNAV/VNAV all CATs visibility to 1⅛ SM and LNAV Cat C/D to 1⅜ SM.

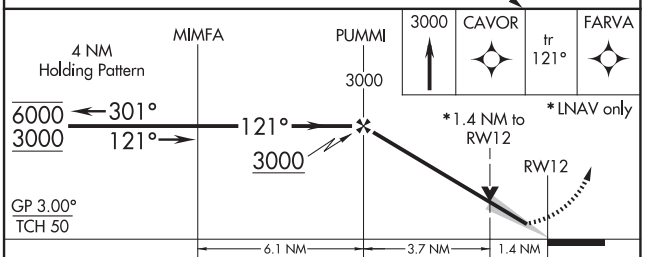
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct CAVOR and on track 121° to FARVA and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.125	126.25 339.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1489-½ 200 (200-½)			
LNAV/VNAV DA	1699-¾ 410 (500-¾)			
LNAV MDA	1780-½ 491 (500-½)		1780-1 491 (500-1)	
C CIRCLING	1820-1 531 (600-1)		1920-1¾ 631 (700-1¾)	1980-2¼ 691 (700-2¼)

HIRL Rwy 12-30 L
MIRL Rwy 18-36 L
REIL Rwys 18, 30 and 36 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	7201
CH 77514	301°	TDZE	1286
W30A		Apt Elev	1289

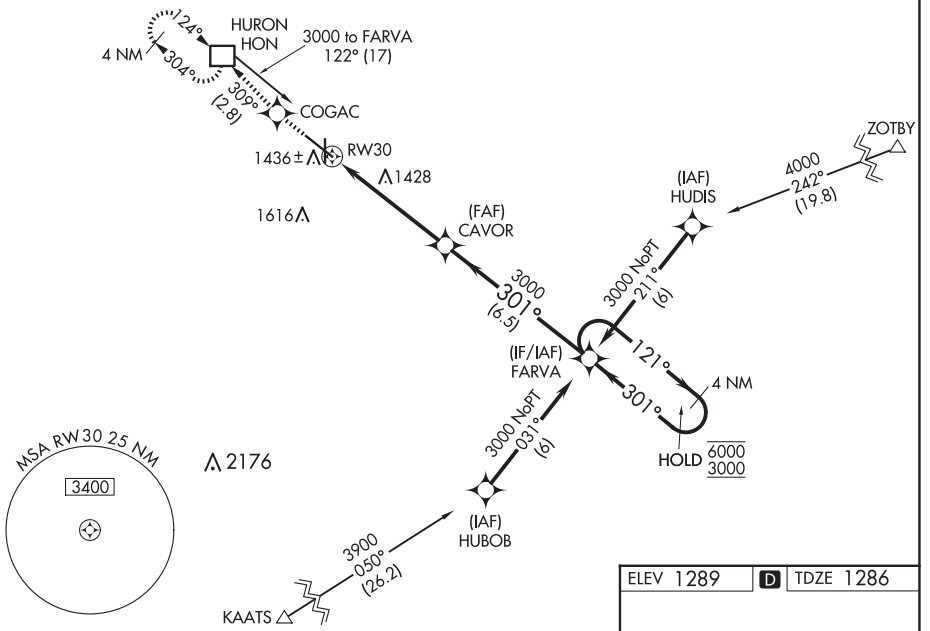
RNAV (GPS) RWY 30
HURON RGNL (HON)

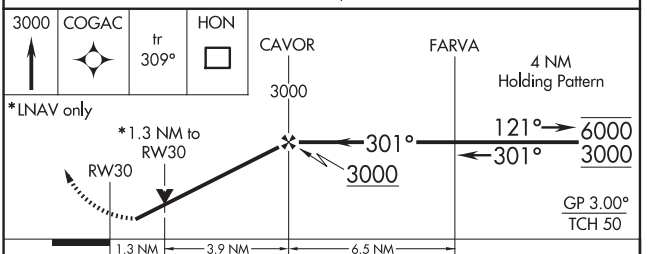
RNP APCH.

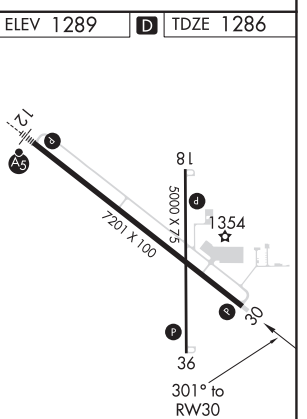
T A Circling Rwy 18, 36 NA at night. Rwy 30 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct COGAC and on track 309° to HON DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.125	126.25 339.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1559-1 273 (300-1)			
LNAV/VNAV DA	1721-1½ 435 (500-1½)			
LNAV MDA	1760-1 474 (500-1)		1760-1⅜ 474 (500-1⅜)	1760-1½ 474 (500-1½)
C CIRCLING	1820-1 531 (600-1)		1920-1¾ 631 (700-1¾)	1980-2¼ 691 (700-2¼)

HIRL Rwy 12-30 L
MIRL Rwy 18-36 L
REIL Rwys 18, 30 and 36 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

HURON, SOUTH DAKOTA | AL-202 (FAA) | 21056

LOC BC RWY 30

HURON RGNL (HON)

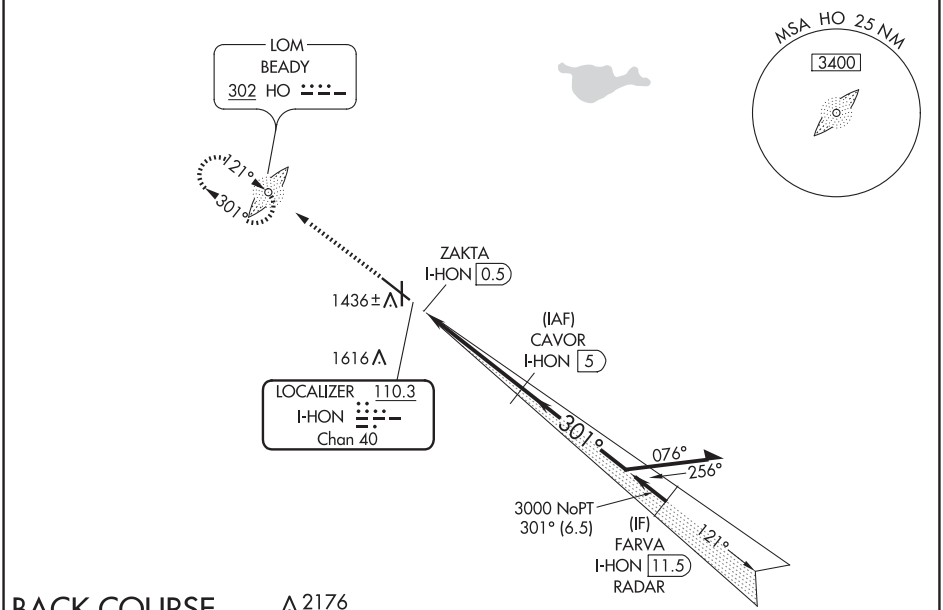
LOC/DME I-HON	APP CRS	Rwy Idg	7201
110.3	301°	TDZE	1286
Chan 40		Apt Elev	1289

RADAR required for procedure entry. DME and ADF required.

Circling Rwy 18, 36 NA at night.
Rwy 30 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct BEADY LOM and hold.

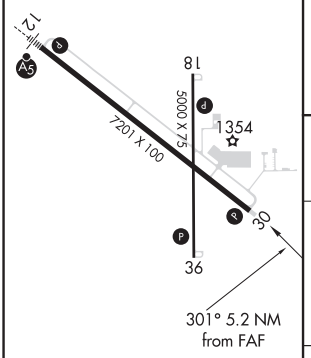
ASOS	MINNEAPOLIS CENTER	UNICOM
118.125	126.25 339.8	123.0 (CTAF) L

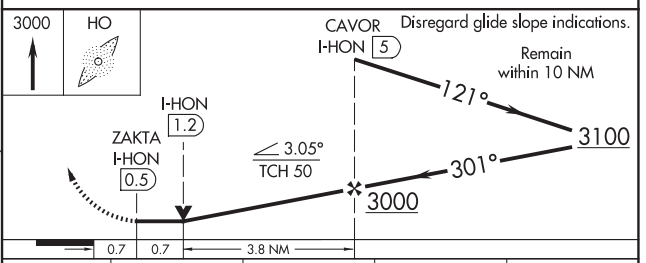


BACK COURSE

2176

ELEV 1289 | D | TDZE 1286

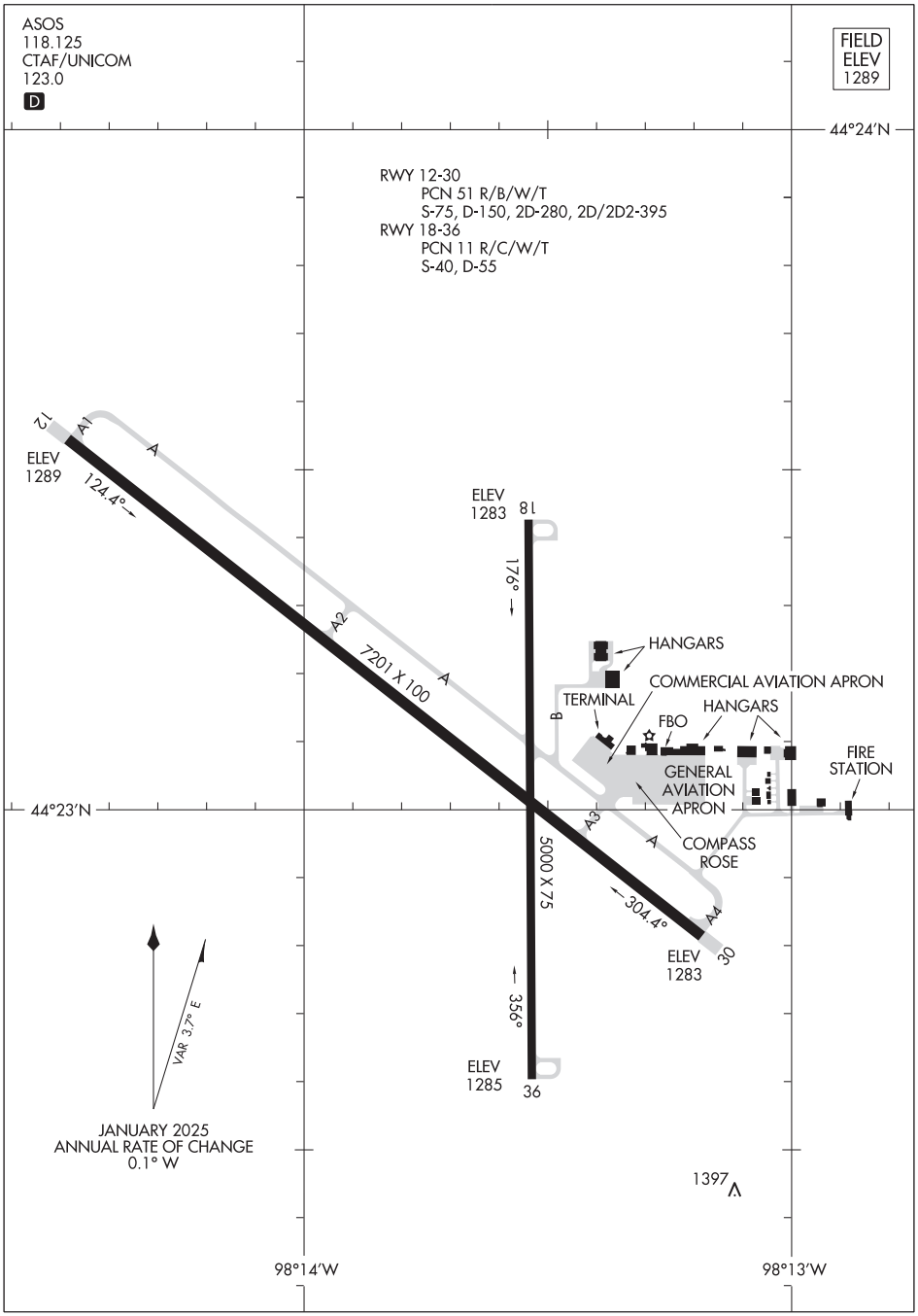




CATEGORY	A	B	C	D
S-30	1760-1 474 (500-1)		1760-1⅜ 474 (500-1⅜)	
C CIRCLING	1820-1 531 (600-1)		1920-1¾ 631 (700-1¾)	1980-2¼ 691 (700-2¼)

HIRL Rwy 12-30 L
MIRL Rwy 18-36 L
REIL Rwys 18, 30 and 36 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 15

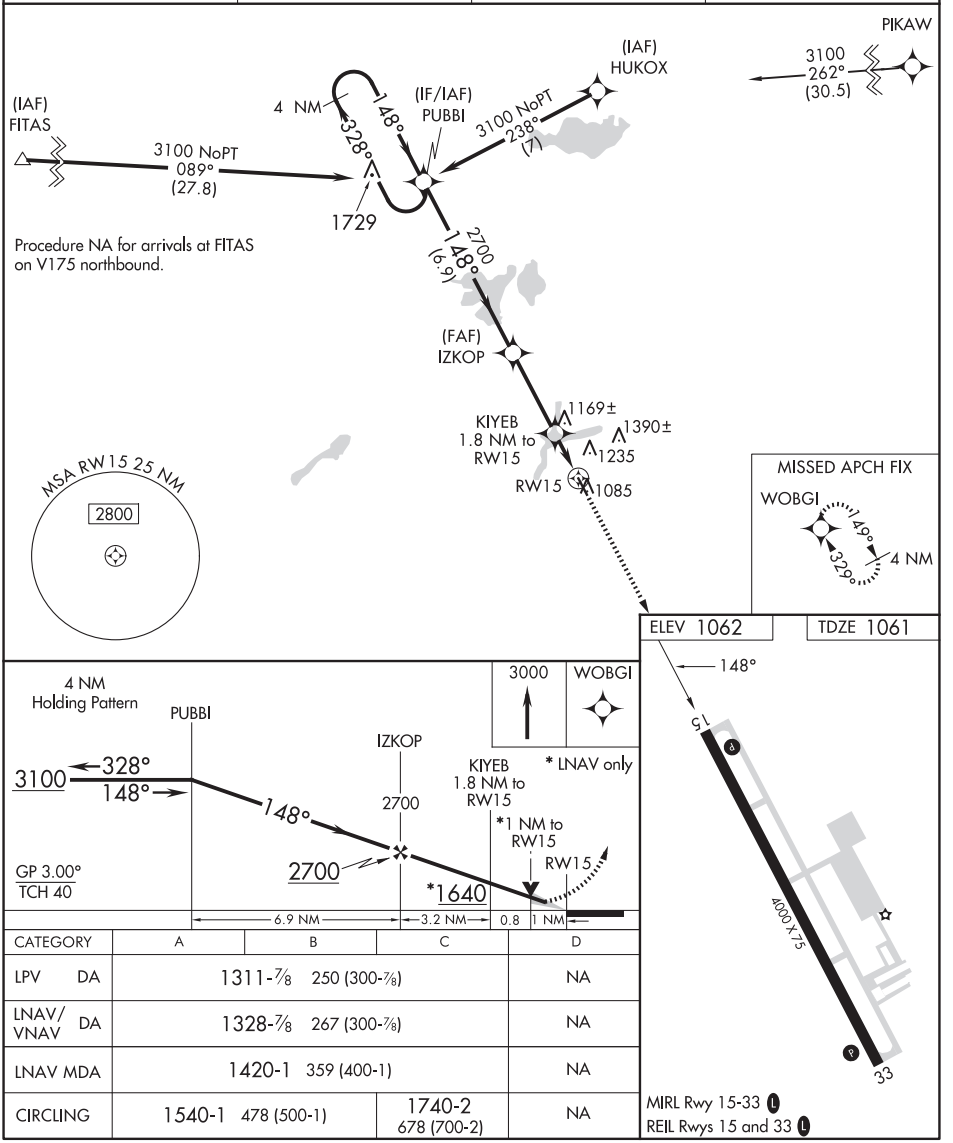
HUTCHINSON MUNI/BUTLER FLD (HCD)

WAAS CH 77622 W15A	APP CRS 148°	Rwy Idg 4000 / TDZE 1061 / Apt Elev 1062

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 ⅛ mile; increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct WOBGI and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.525	127.1 290.2	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1311-⅞ 250 (300-⅞)			NA
LNAV/VNAV DA	1328-⅞ 267 (300-⅞)			NA
LNAV MDA	1420-1 359 (400-1)			NA
CIRCLING	1540-1 478 (500-1)		1740-2 678 (700-2)	NA

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86322 W33A	APP CRS 329°	Rwy Idg 4000 TDZE 1062 Apt Elev 1062

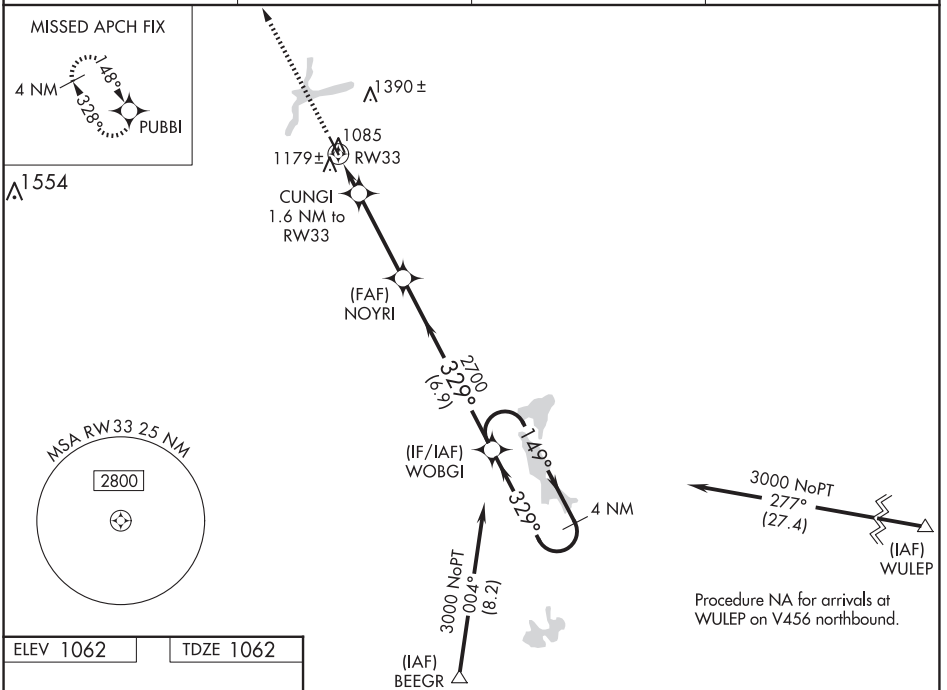
RNAV (GPS) RWY 33

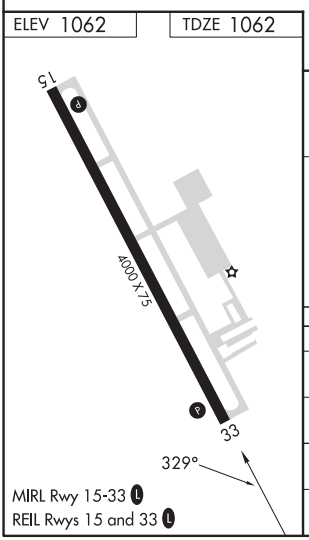
HUTCHINSON MUNI/BUTLER FLD (HCD)

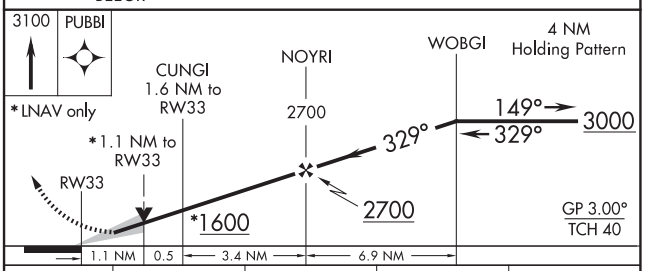
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct PUBBI and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.525	127.1 290.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1312-1 250 (300-1)			NA
LNAV/VNAV DA	1349-1 287 (300-1)			NA
LNAV MDA	1440-1 378 (400-1)			NA
CIRCLING	1540-1 478 (500-1)		1740-2 678 (700-2)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LOC I-ABK	APP CRS	Rwy Idg	7400
109.1	133°	TDZE	1184
		Apt Elev	1182

ILS or LOC RWY 13
FALLS INTL/EINARSON FLD (INL)

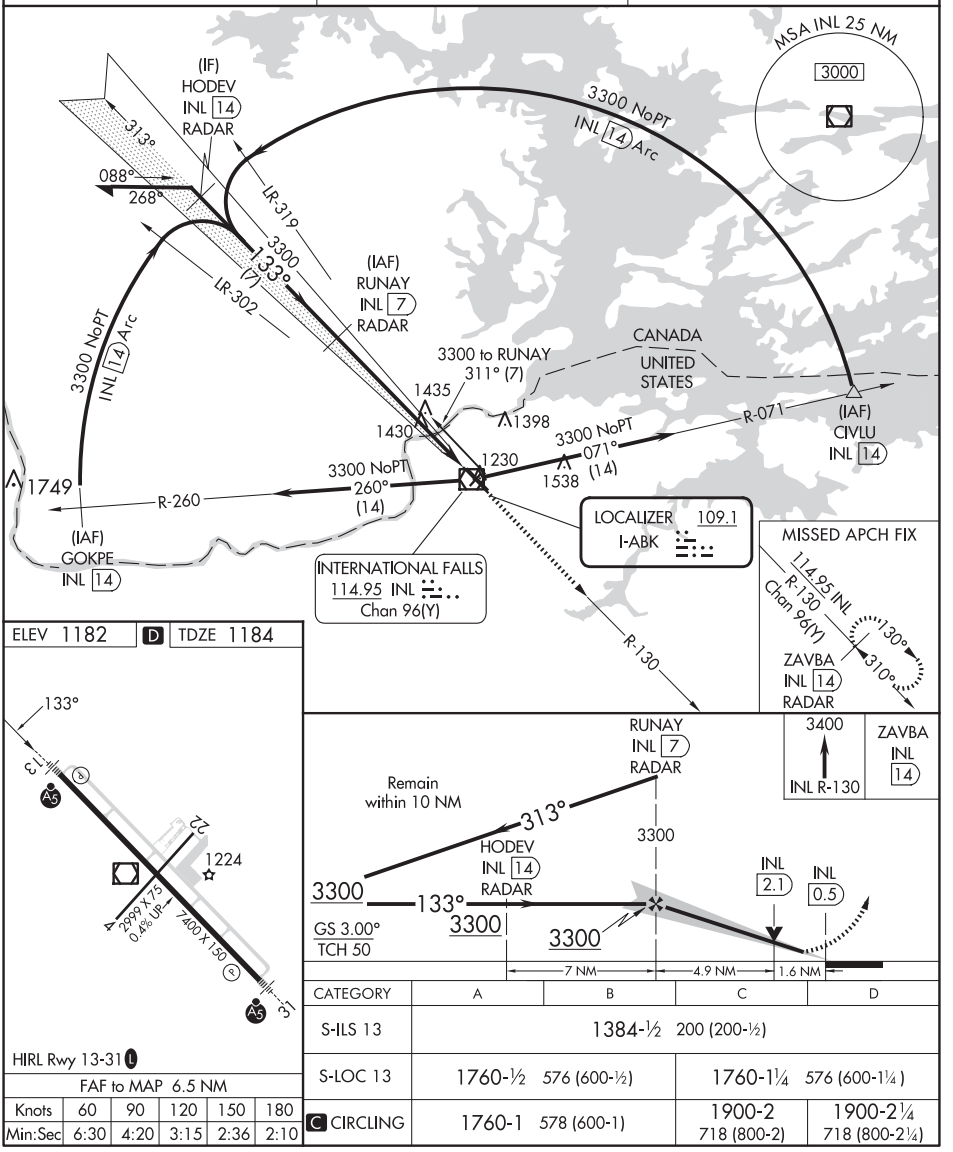
DME or RADAR required.

T A NA — Circling Rwy 4, 22 NA at night. Caution opposing ILS continously on. DME from INL VOR/DME. DME use requires simultaneous reception of I-ABK and INL DME.

MALSR

MISSED APPROACH: Climb to 3400 on INL VOR/DME R-130 to ZAVBA/ INL 14 DME/RADAR and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L



FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

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)	
C CIRCLING	1760-1 578 (600-1)		1900-2 718 (800-2)	1900-2¼ 718 (800-2¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LOC I-INL	APP CRS	Rwy Idg	7400
111.95	313°	TDZE	1166
		Apt Elev	1182

ILS or LOC RWY 31

FALLS INTL/EINARSON FLD (INL)

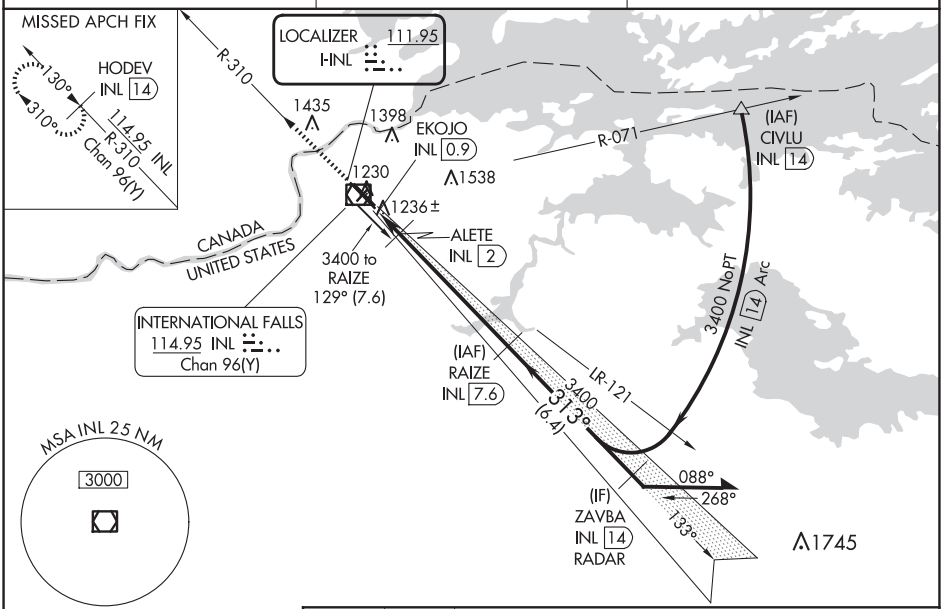
DME required.

T A — Circling Rwy 4, 22 NA at night.
Autopilot coupled approach NA below 1731 feet.
#DME from INL VOR/DME.

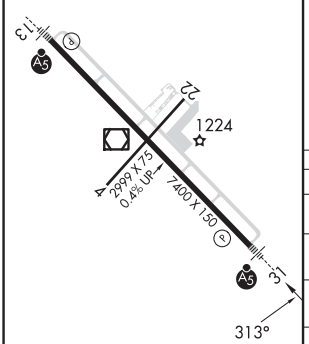
MALSR

MISSED APPROACH: Climb to 3300 on INL VOR/DME R-310 to HODEV/INL 14 DME and hold.

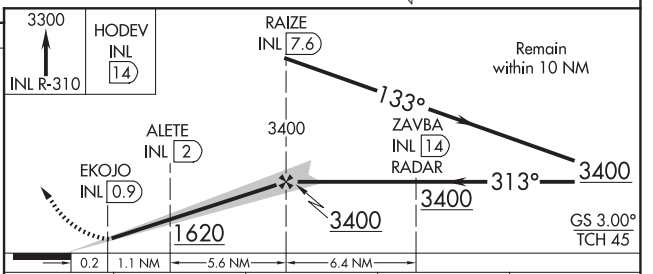
ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L



ELEV 1182 D TDZE 1166



HIRL Rwy 13-31 L



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)	
C CIRCLING	1620-1 438 (500-1)	1680-1 498 (500-1)	1900-2 718 (800-2)	1900-2¼ 718 (800-2¼)
ALETE FIX MINIMUMS#				
S-LOC 31	1500-½ 334 (400-½)			
C CIRCLING	1620-1 438 (500-1)	1680-1 498 (500-1)	1900-2 718 (800-2)	1900-2¼ 718 (800-2¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	7400
CH 53706	133°	TDZE	1184
W13A		Apt Elev	1182

RNAV (GPS) RWY 13

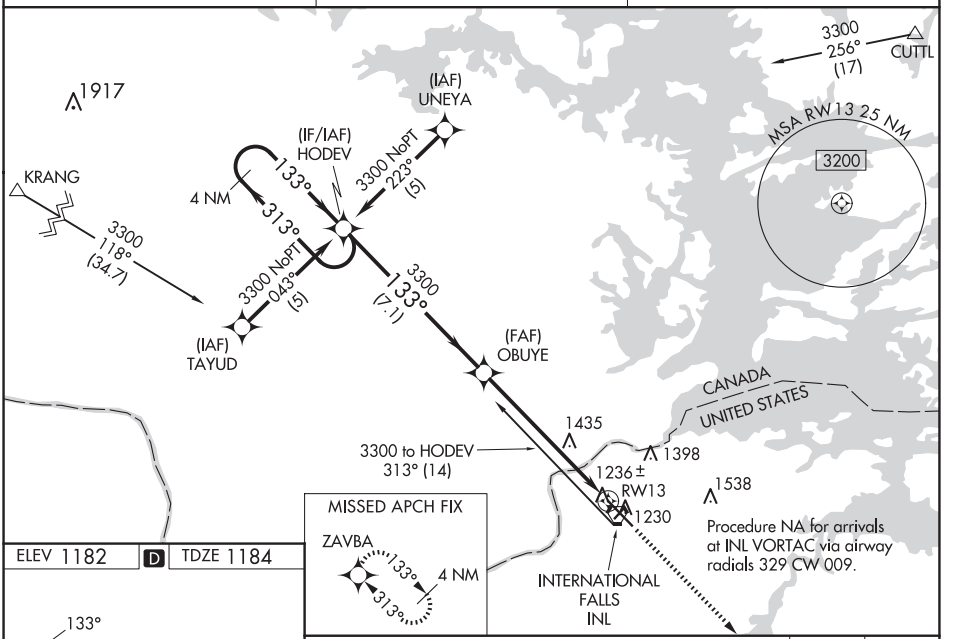
FALLS INTL/EINARSON FLD (INL)

T A W 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 MALSR 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.

MALSR (A5)

MISSED APPROACH: Climb to 3400 direct ZAVBA and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L



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)		1760-1 576 (600-1)	1760-1¼ 576 (600-1¼)
CIRCLING	1760-1 578 (600-1)		1900-2 718 (800-2)	1900-2¼ 718 (800-2¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS		
CH **78406**	**313°**	Rwy Idg	**7400**
W31A		TDZE	**1166**
		Apt Elev	**1182**

RNAV (GPS) RWY 31

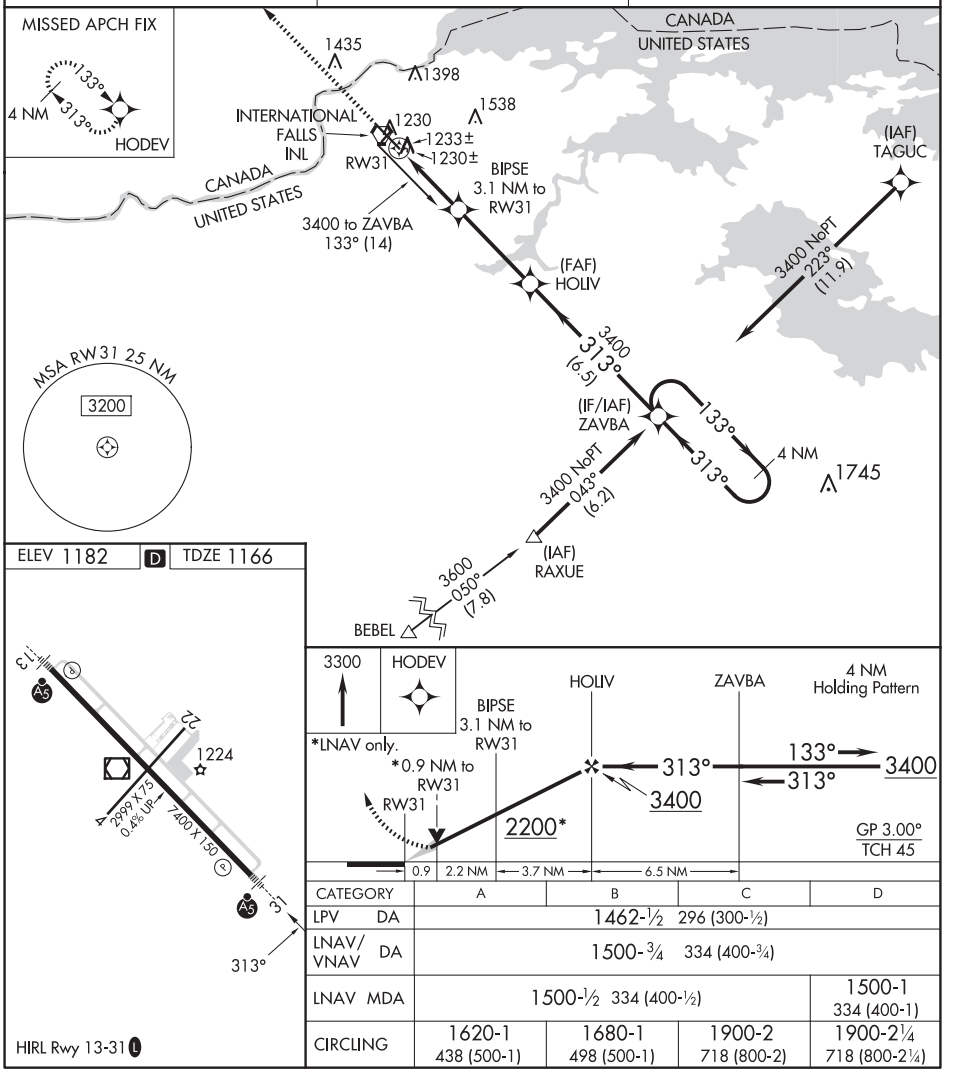
FALLS INTL/EINARSON FLD (INL)

T A W When local altimeter setting not received, use Baudette altimeter setting: increase LPV DA to 1589 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 1627 feet and visibility all Cats ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C ¼ SM and Circling Cat C and D ½ SM. For inop MALSR when using Baudette altimeter setting, increase LPV visibility ½ mile all Cats. For inop MALSR, increase LPV visibility ½ 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	MINNEAPOLIS CENTER	UNICOM
120.0	**120.9 377.1**	**122.8** (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1462-½ 296 (300-½)			
LNAV/VNAV DA	1500-¾ 334 (400-¾)			
LNAV MDA	1500-½ 334 (400-½)			1500-1 334 (400-1)
CIRCLING	1620-1 438 (500-1)	1680-1 498 (500-1)	1900-2 718 (800-2)	1900-2¼ 718 (800-2¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VORTAC INL 114.95 Chan 96(Y)	APP CRS 134°	Rwy Idg 7400 TDZE 1184 Apt Elev 1182

VOR RWY 13

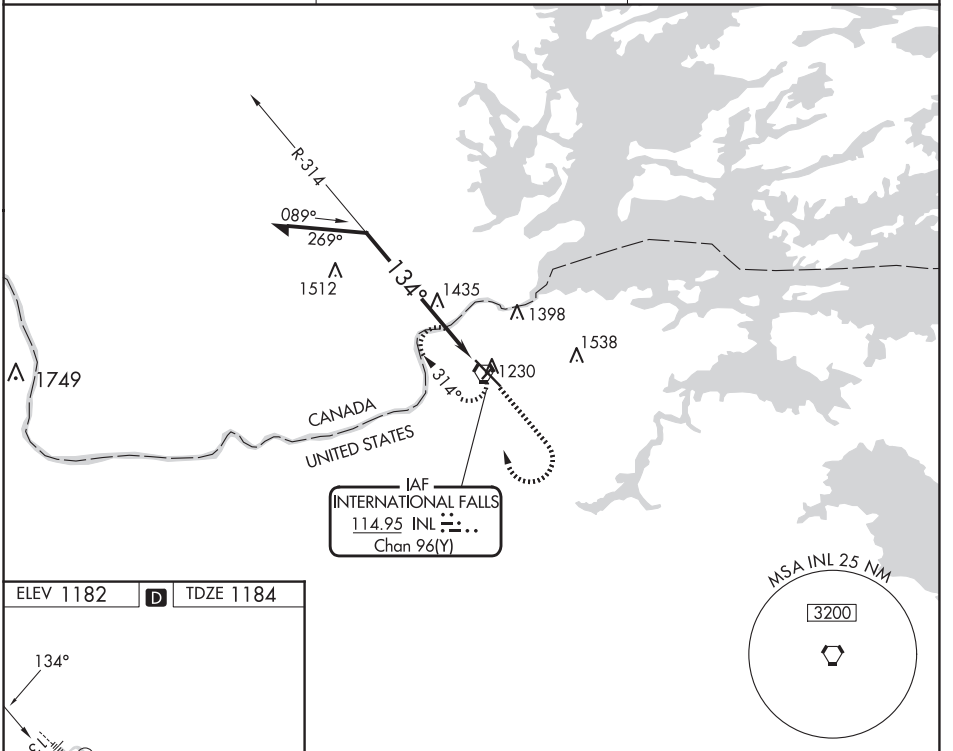
FALLS INTL/EINARSON FLD (INL)

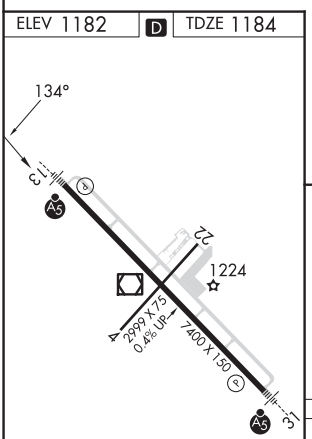
Circling to Rwy 4-22 NA at night. VDP NA when using Baudette altimeter setting. When local altimeter setting not received, use Baudette altimeter setting and increase all MDAs 140 feet, and S-13 Cats A/B visibility ¼ mile, Cats C/D visibility ½ mile. Increase Circling Cat B visibility ¼ mile, Cat C and D ½ mile. For inop MALSR when using Baudette altimeter setting, increase S-13 Cat A visibility ¼ mile.

MALSR

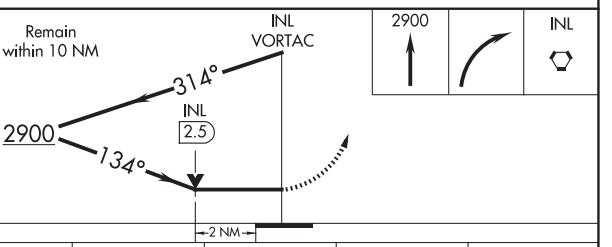
MISSED APPROACH: Climb to 2900 then right turn direct INL VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L





HIRL Rwy 13-31 L



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)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VORTAC INL	APP CRS	Rwy Idg	7400
114.95	303°	TDZE	1174
Chan 96(Y)		Apt Elev	1182

VOR RWY 31

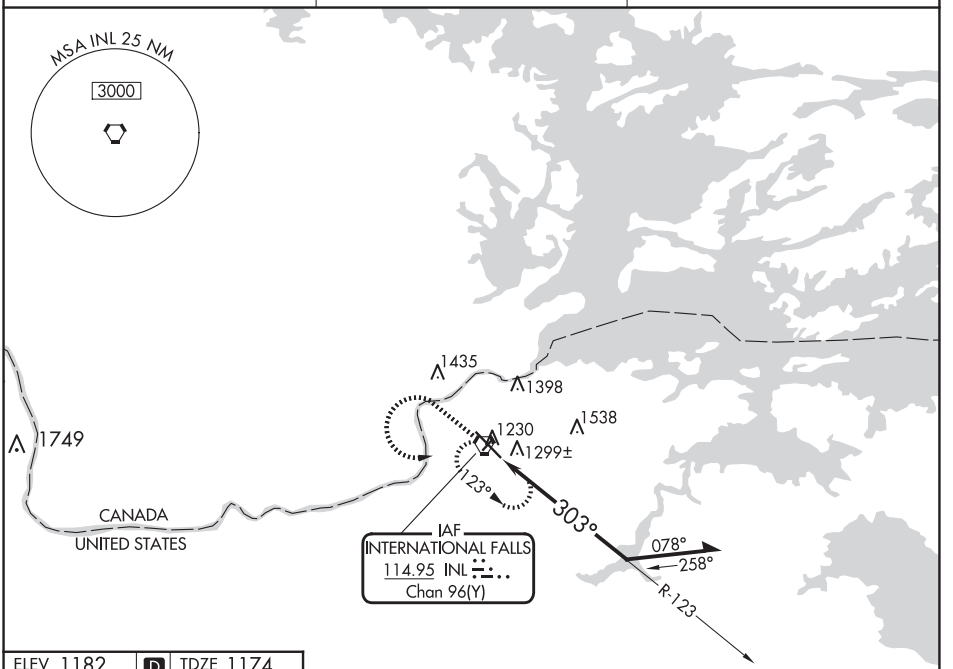
FALLS INTL/EINARSON FLD (INL)

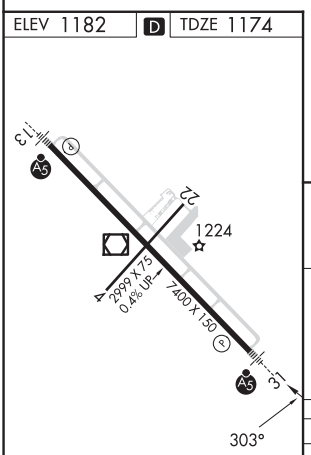
T A — For inop MALSR, increase S-31 Cat D visibility to 1¼. Circling to Rwy 4-22 NA at night.

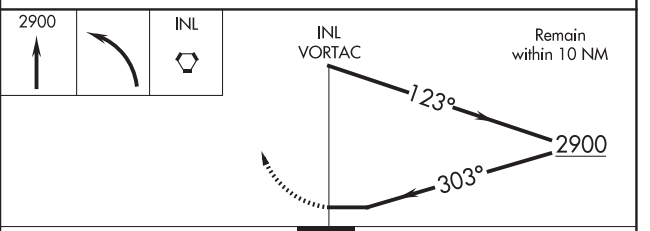
MALSR (A5)

MISSED APPROACH: Climb to 2900 then left turn direct INL VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1600-½ 426 (500-½)		1600-¾ 426 (500-¾)	1600-1 426 (500-1)
CIRCLING	1620-1 438 (500-1)	1680-1 498 (500-1)	1900-2 718 (800-2)	1900-2¼ 718 (800-2¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

COPTER ILS or LOC RWY 31

FALLS INTL/EINARSON FLD (INL)

LOC I-INL	APP CRS	Rwy Idg	7400
111.95	313°	TDZE	1166
		Apt Elev	1182

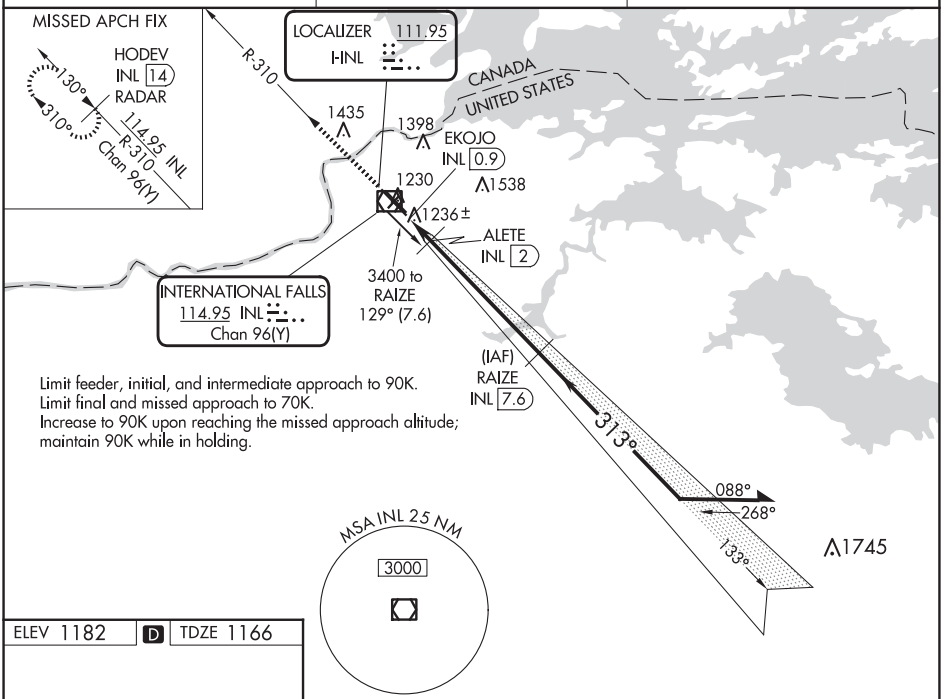
DME required.

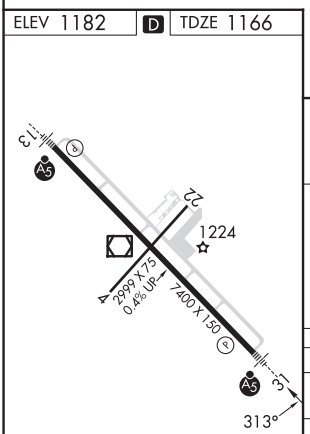
#DME from INL VOR/DME.

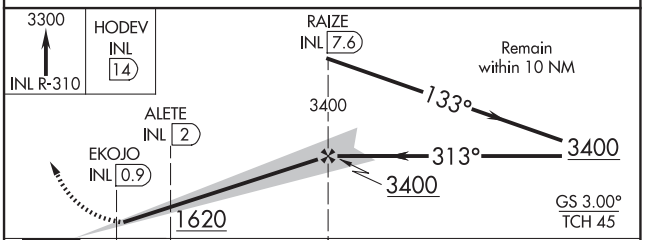
MALSR

MISSED APPROACH: Climb to 3300 on INL VOR/DME R-310 to HODEV/INL 14 DME/RADAR and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L







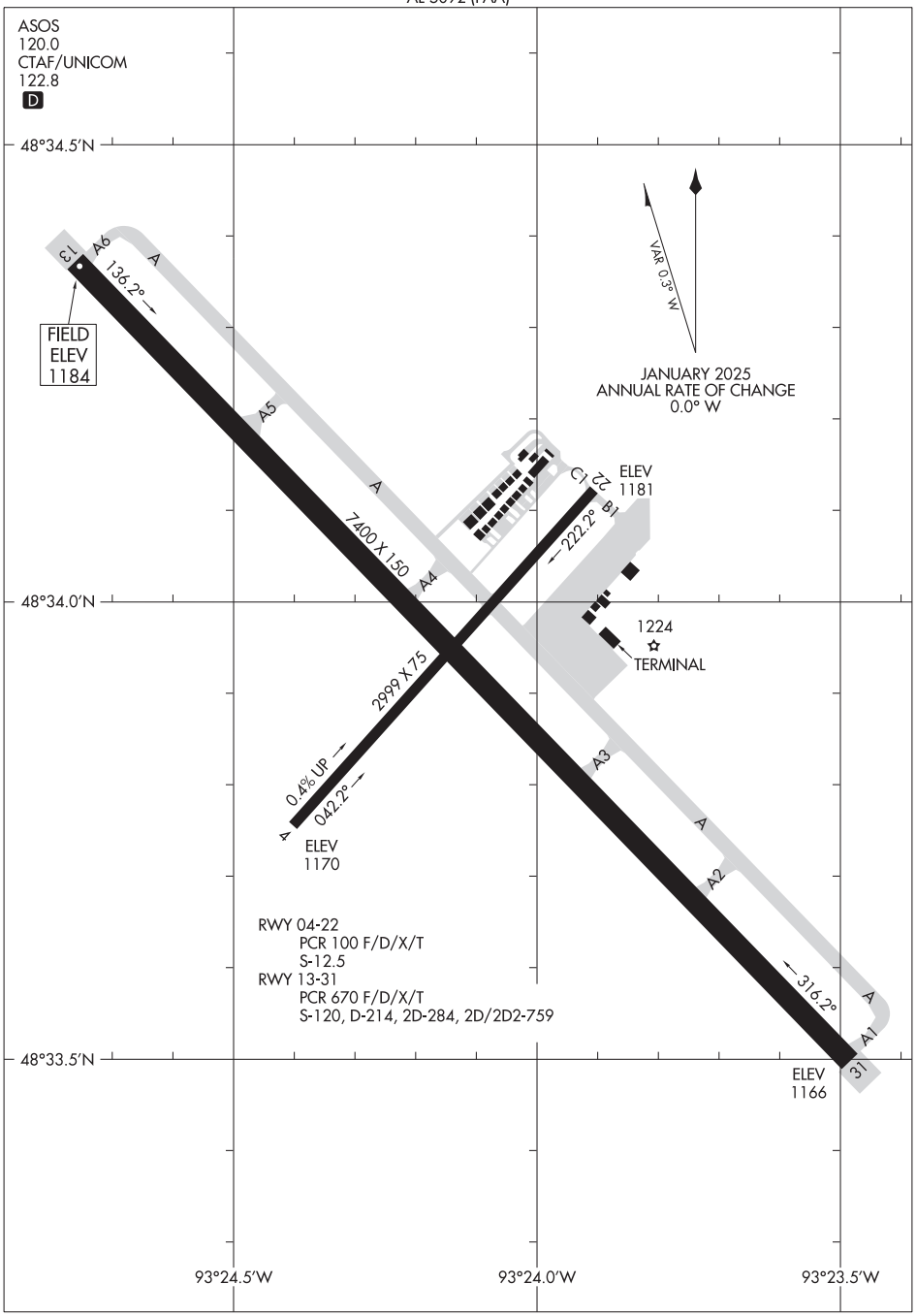
CATEGORY	COPTER
H-ILS 31	1366-½ 200 (200-½)
H-LOC 31	1620-½ 454 (500-½)
	ALETE FIX MINIMUMS #
H-LOC 31	1500-½ 334 (400-½)

FAF to MAP 6.7 NM					
Knots	45	60	75	90	105
Min:Sec	8:57	6:42	5:22	4:28	3:50

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

AL-5092 (FAA)



NC-1, 07 AUG 2025 to 02 OCT 2025

JACKSON, MINNESOTA | AL-5568 (FAA) | 24193

RNAV (GPS) RWY 14

JACKSON MUNI (MJQ)

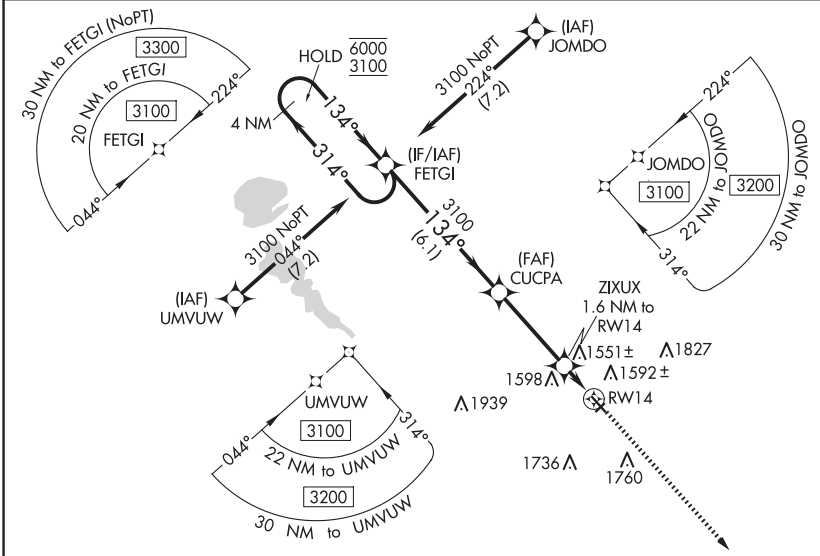
WAAS	APP CRS	Rwy Idg	3604
CH 62946	134°	TDZE	1446
W14A		Apt Elev	1446

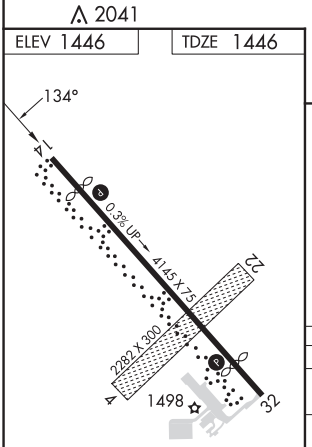
RNP APCH - GPS.

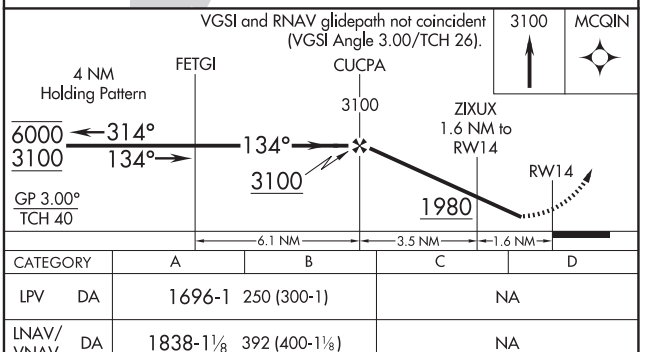
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA to Rwys 4 and 22. Rwy 14 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 direct MCQIN and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.1	127.75 257.7	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1696-1	250 (300-1)	NA	
LNAV/VNAV DA	1838-1⅛	392 (400-1⅛)	NA	
LNAV MDA	1820-1	374 (400-1)	NA	
C CIRCLING	2040-1	594 (600-1)	NA	

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

JACKSON, MINNESOTA
Orig 25JAN24

43°39′N-94°59′W

JACKSON MUNI (MJQ)

RNAV (GPS) RWY 14

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

JACKSON MUNI (MJQ)

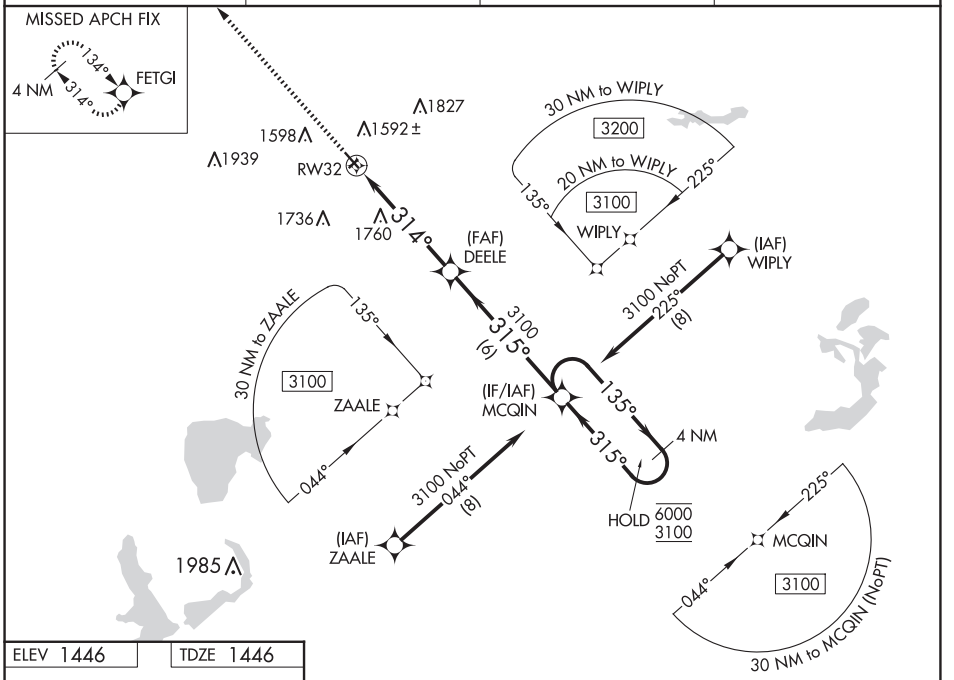
WAAS	APP CRS	Rwy Idg	3604
CH 69546	314°	TDZE	1446
W32A		Apt Elev	1446

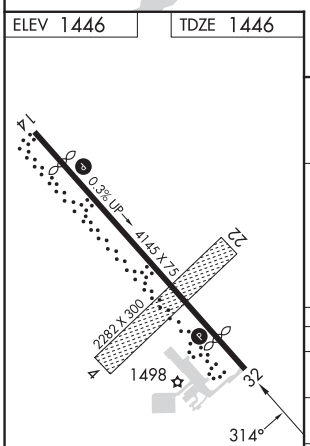
RNP APCH - GPS.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA to Rwys 4 and 22.

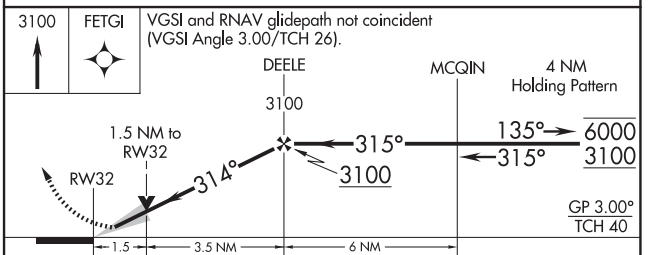
MISSED APPROACH: Climb to 3100 direct FETGI and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.1	127.75 257.7	121.725	122.8 (CTAF) L





REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	1696-1 250 (300-1)		NA	
LNAV/VNAV DA	1960-1 3/8 514 (600-1 3/8)		NA	
LNAV MDA	1960-1 514 (600-1)		NA	
C CIRCLING	2040-1 594 (600-1)		NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

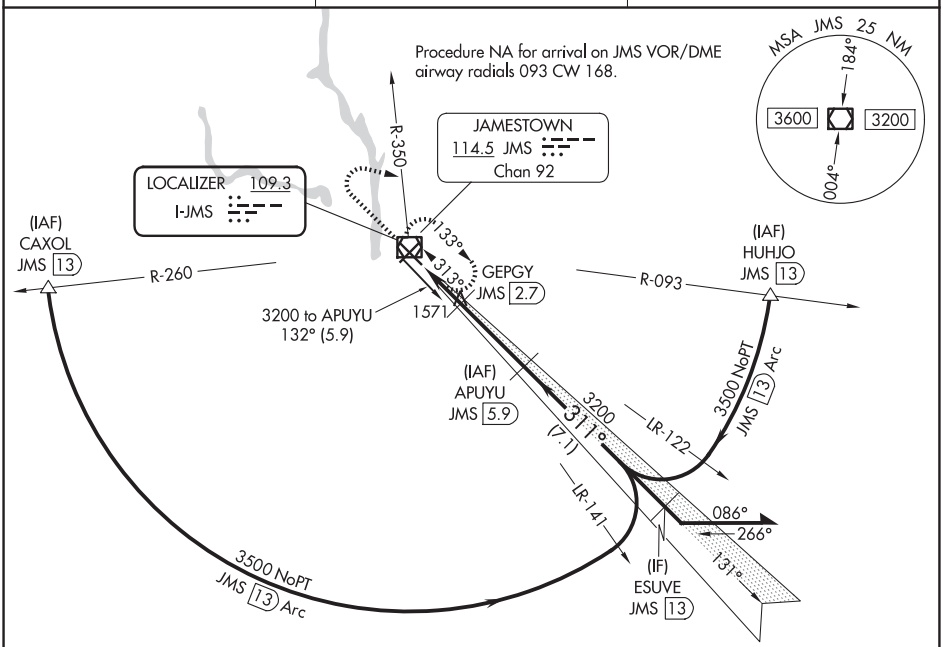
LOC I-JMS	APP CRS	Rwy Ldg	6502
109.3	311°	TDZE	1498
		Apt Elev	1500

ILS or LOC RWY 31

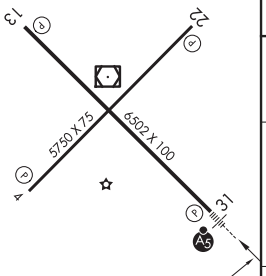
JAMESTOWN RGNL (JMS)

T NA Autopilot coupled approach NA below 1900. DME required. DME from JMS VOR/DME. Simultaneous reception of I-JMS and JMS VOR/DME required.	MALSR	MISSED APPROACH: Climb to 3200 then right turn heading 100° and on JMS VOR/DME R-350 to JMS VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L



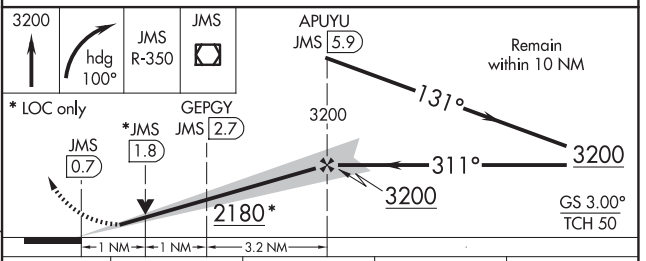
ELEV 1500 D TDZE 1498



MIRL Rwy 4-22 L
HIRL Rwy 13-31 L
REIL Rwys 4, 13, and 22 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

DME REQUIRED



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 500 (500-1½)	2300-2½ 800 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	5750
CH **97505**	**041°**	TDZE	**1496**
W04A		Apt Elev	**1500**

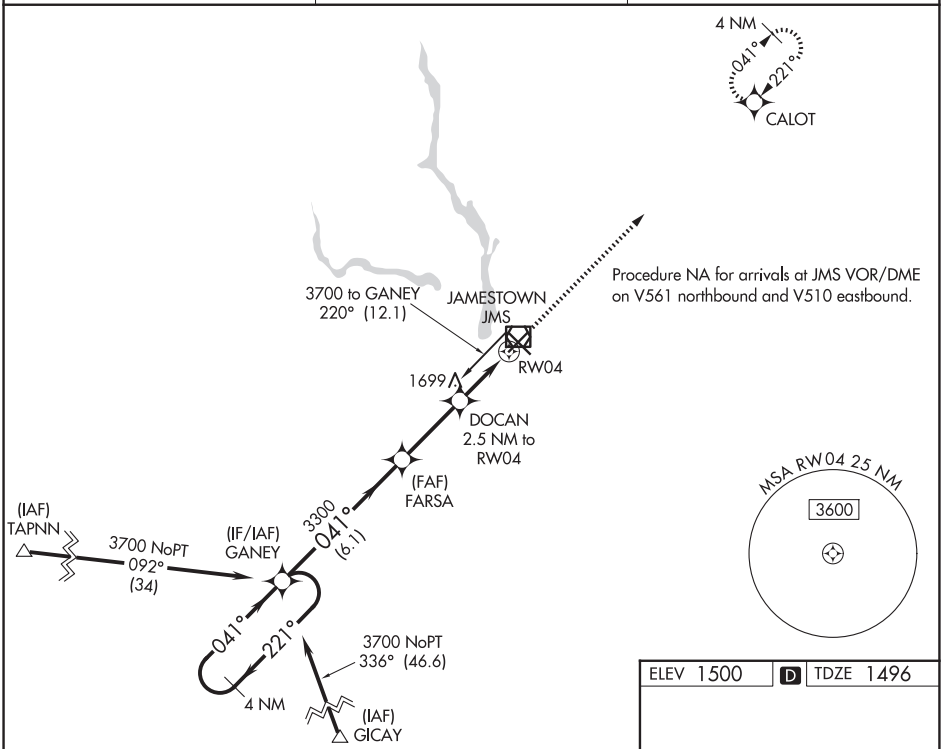
RNAV (GPS) RWY 4

JAMESTOWN RGNL (JMS)

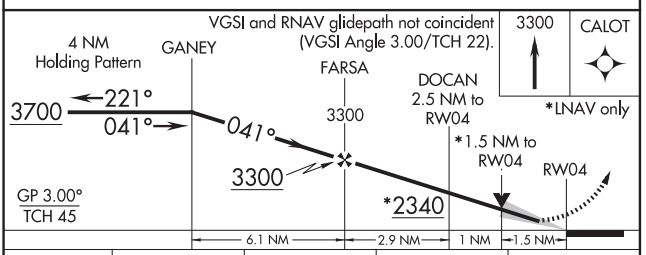
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

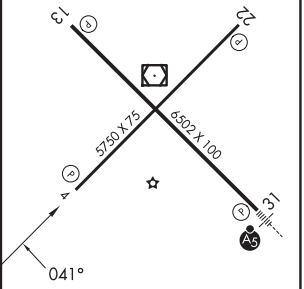
MISSED APPROACH: Climb to 3300 direct CALOT and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	**124.2 270.3**	**123.0** (CTAF) L



ELEV 1500 D TDZE 1496





CATEGORY	A	B	C	D
LPV DA	1746-1 250 (300-1)			
LNAV/VNAV DA	1930-1½ 434 (500-1½)			
LNAV MDA	2000-1 504 (500-1)		2000-1½ 504 (500-1½)	
CIRCLING	2000-1 500 (500-1)		2000-1½ 500 (500-1½)	2300-2½ 800 (800-2½)

MIRL Rwy 4-22 L
HIRL Rwy 13-31 L
REIL Rwys 4, 13, and 22 L

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

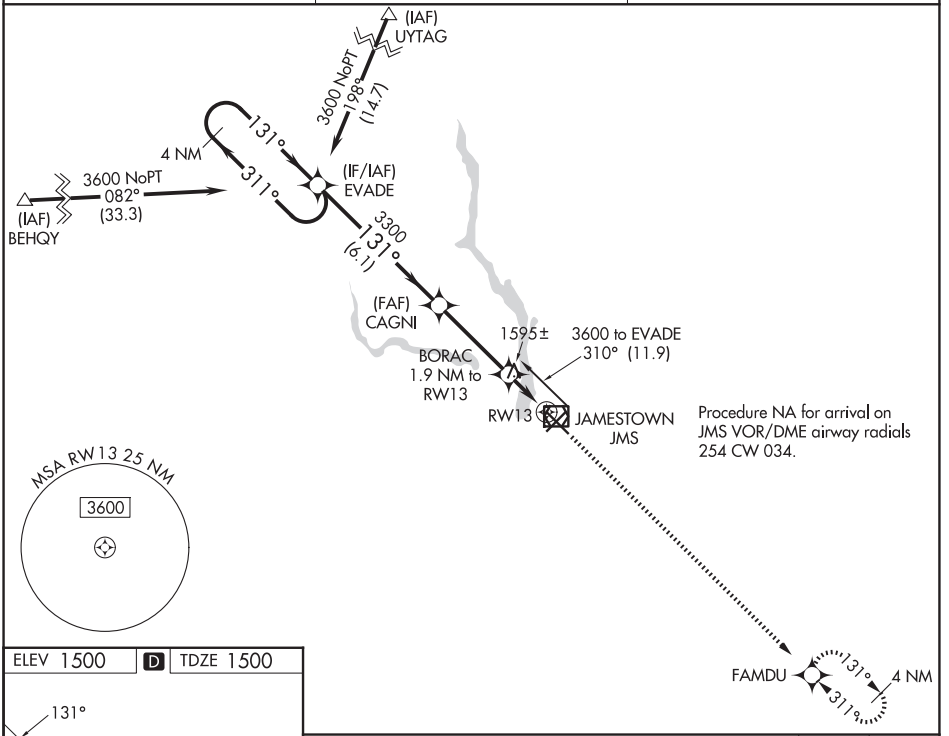
RNAV (GPS) RWY 13
JAMESTOWN RGNL (JMS)

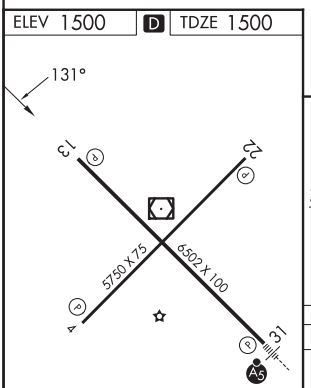
WAAS	APP CRS	Rwy Ldg	6502
CH 65805	131°	TDZE	1500
W13A		Apt Elev	1500

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.

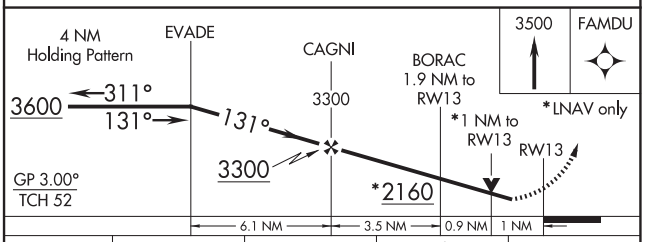
MISSED APPROACH: Climb to 3500 direct FAMDU and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L





MIRL Rwy 4-22 L
HIRL Rwy 13-31 L
REIL Rwys 4, 13, and 22 L



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 500 (500-1½)	2300-2½ 800 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

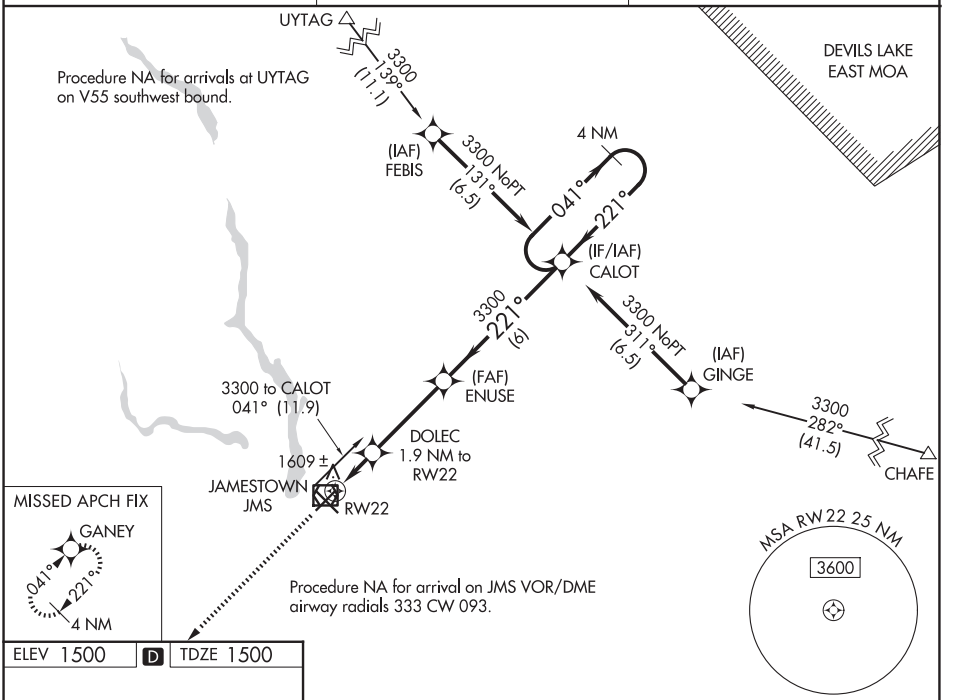
WAAS	APP CRS	Rwy Ldg	5750
CH 70505	221°	TDZE	1500
W22A		Apt Elev	1500

RNAV (GPS) RWY 22
JAMESTOWN RGNL (JMS)

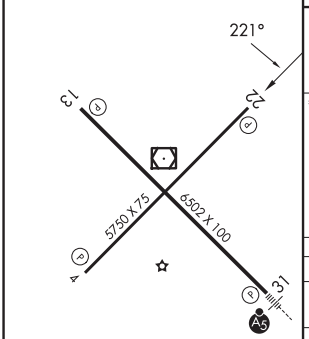
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (5°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3700 direct GANEY and hold.

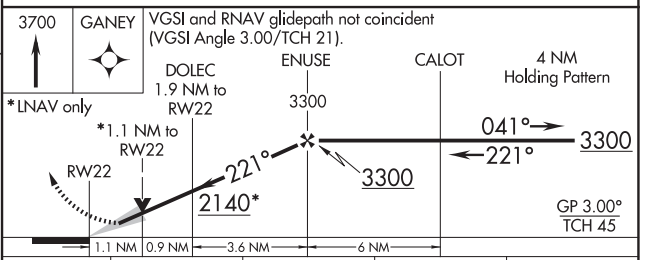
ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L



ELEV 1500 D TDZE 1500



MIRL Rwy 4-22 L
HIRL Rwy 13-31 L
REIL Rwys 4, 13, and 22 L



CATEGORY		A	B	C	D
LPV	DA	1750-¾ 250 (300-¾)			
LNAV/VNAV	DA	1790-1 290 (300-1)			
LNAV	MDA	1860-1 360 (400-1)			
CIRCLING		1960-1 460 (500-1)		2000-1½ 500 (500-1½)	2300-2½ 800 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

JAMESTOWN RGNL (JMS)

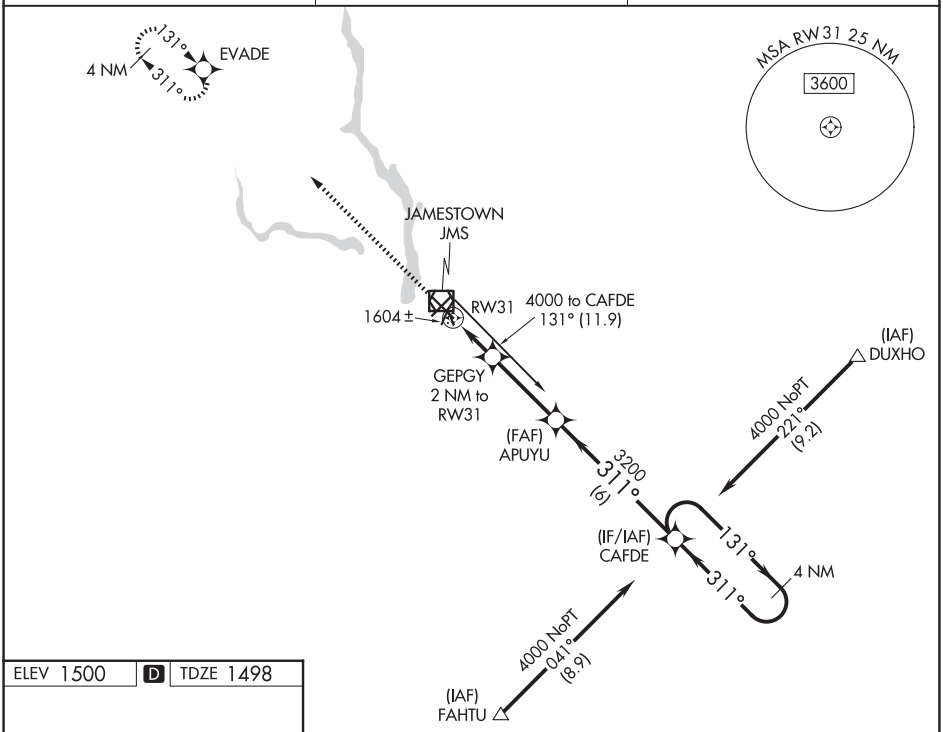
WAAS	APP CRS	Rwy Ldg	6502
CH 66014	311°	TDZE	1498
W31A		Apt Elev	1500

T A 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.

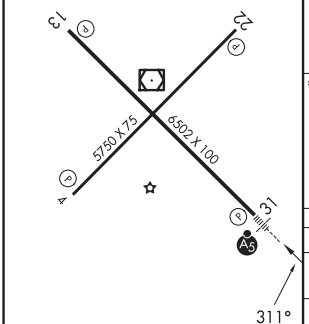
MALSR A5

MISSED APPROACH: Climb to 3600 direct EVADE and hold.

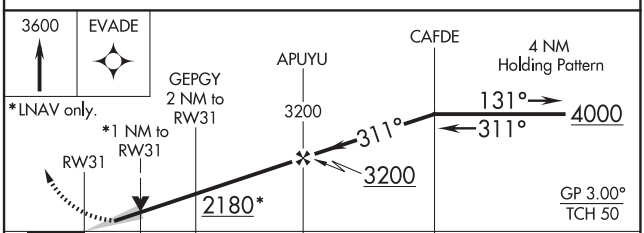
ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L



ELEV 1500 D TDZE 1498



MIRL Rwy 4-22 L
HIRL Rwy 13-31 L
REIL Rwys 4, 13, and 22 L



CATEGORY	A	B	C	D
LPV DA	1698-½ 200 (200-½)			
LNAV/VNAV DA	1786-½ 288 (300-½)			
LNAV MDA	1880-½ 382 (400-½)		1880-⅝ 382 (400-⅝)	
CIRCLING	1960-1 460 (500-1)		2000-1½ 500 (500-1½)	2300-2½ 800 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LOC I-JMS	APP CRS	Rwy Ldg	6502
109.3	131°	TDZE	1500
		Apt Elev	1500

LOC BC RWY 13
JAMESTOWN RGNL (JMS)

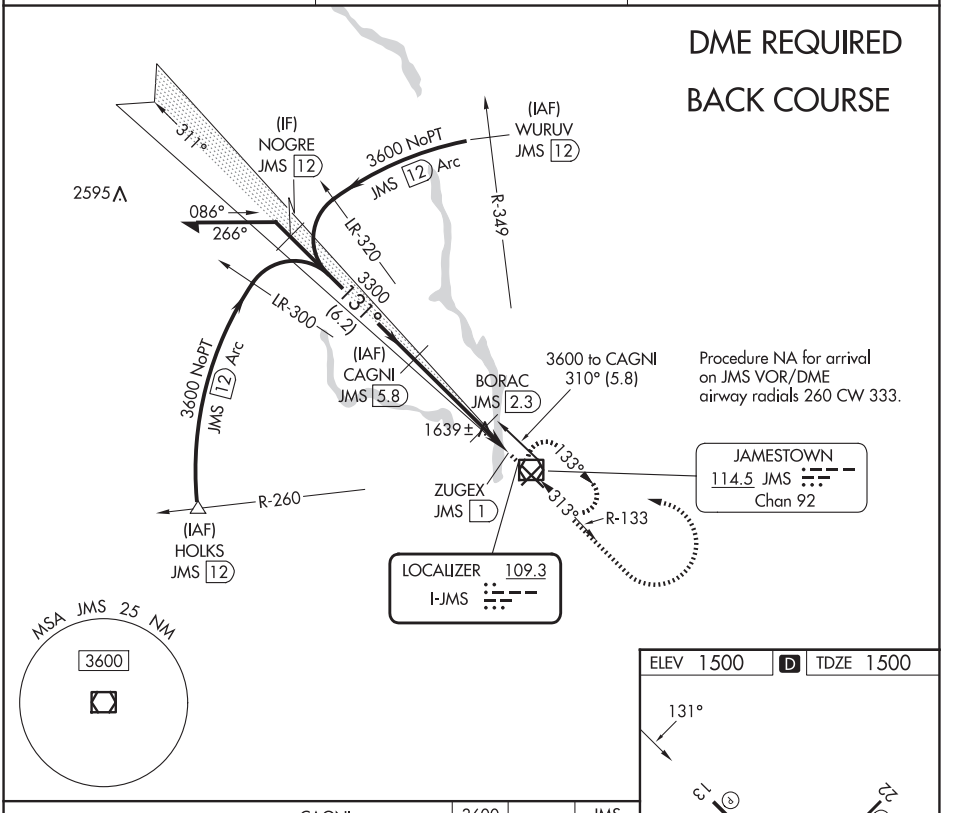
Rwy 13 helicopter visibility reduction below ¾ SM NA. DME required. DME from JMS VOR/DME. Simultaneous reception of I-JMS and JMS VOR/DME required.

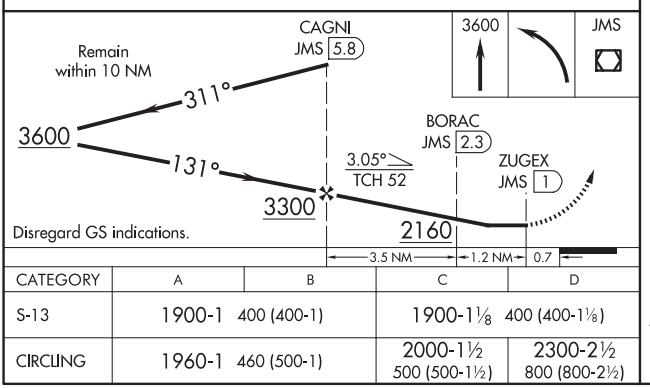
MISSED APPROACH: Climb to 3600 then left turn direct JMS VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L

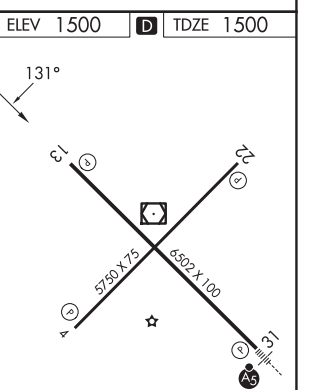
DME REQUIRED

BACK COURSE





CATEGORY	A	B	C	D
S-13	1900-1 400 (400-1)		1900-1⅛ 400 (400-1⅛)	
CIRCLING	1960-1 460 (500-1)		2000-1½ 500 (500-1½)	2300-2½ 800 (800-2½)



MIRL Rwy 4-22 L
HIRL Rwy 13-31 L
REIL Rwys 4, 13, and 22 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

JAMESTOWN, NORTH DAKOTA | AL-685 (FAA) | 25219

VOR/DME JMS	APP CRS	Rwy Ldg	6502
114.5	123°	TDZE	1500
Chan 92		Apt Elev	1500

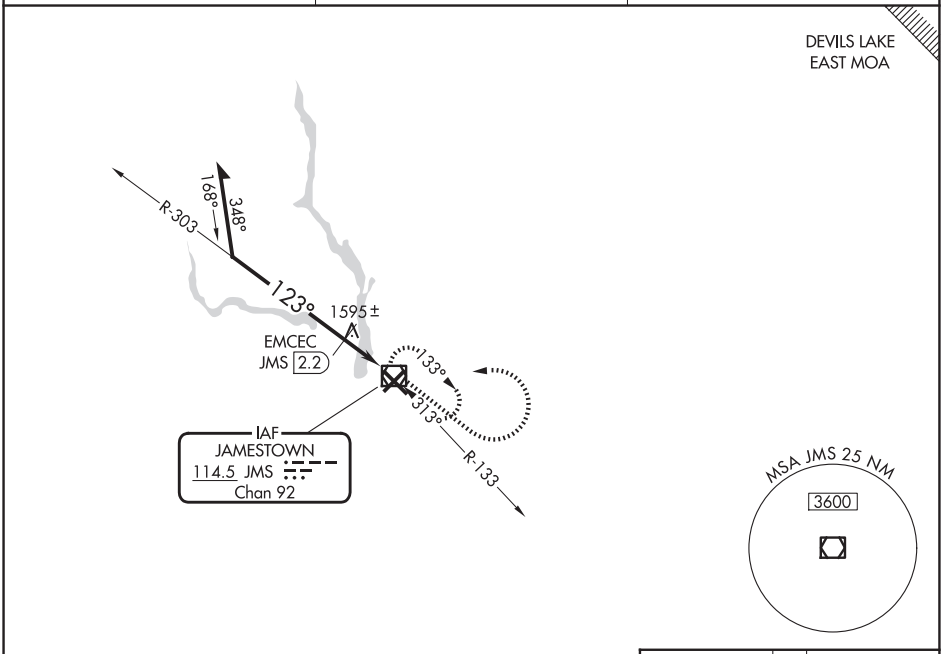
VOR RWY 13

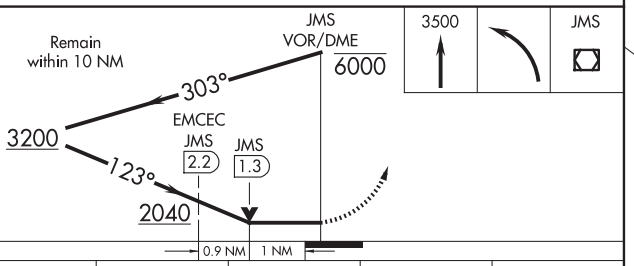
JAMESTOWN RGNL (JMS)

Rwy 13 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3500 then left turn direct JMS VOR/DME and hold.

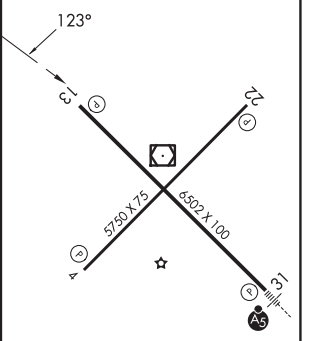
ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-13	2040-1	540 (600-1)	2040-1½ 540 (600-1½)	2040-1¾ 540 (600-1¾)
CIRCLING	2040-1	540 (600-1)	2040-1½ 540 (600-1½)	2300-2½ 800 (800-2½)
EMCEC FIX MINIMUMS				
S-13	1860-1	360 (400-1)		1860-1¼ 360 (400-1¼)
CIRCLING	1960-1	460 (500-1)	2000-1½ 500 (500-1½)	2300-2½ 800 (800-2½)

ELEV 1500 | D | TDZE 1500



MIRL Rwy 4-22 L
HIRL Rwy 13-31 L
REIL Rwys 4, 13, and 22 L

JAMESTOWN, NORTH DAKOTA
Amdt 8A 07DEC17

46°56'N-98°41'W

JAMESTOWN RGNL (JMS)
VOR RWY 13

NC-1, 07 AUG 2025 to 02 OCT 2025

VOR RWY 31

JAMESTOWN RGNL (JMS)

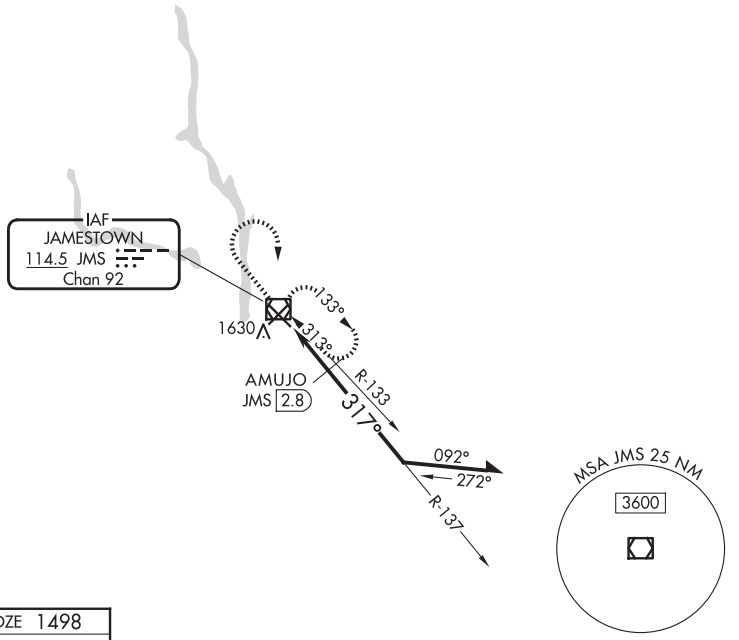
VOR/DME JMS	APP CRS	Rwy Ldg	6502
114.5	317°	TDZE	1498
Chan 92		Apt Elev	1500

T A

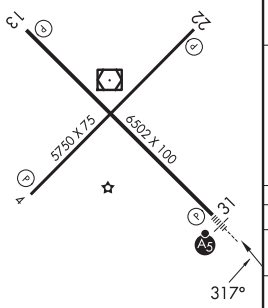
MALSR

MISSED APPROACH: Climb to 3100 then right turn direct JMS VOR/DME and hold.

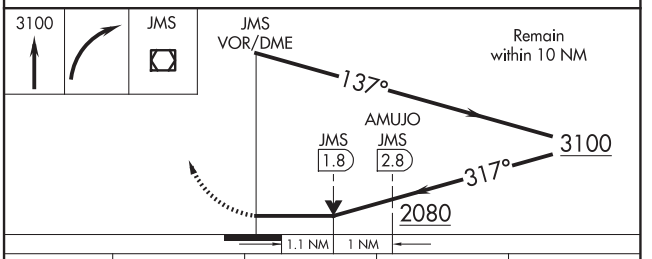
ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L



ELEV 1500 D TDZ 1498



MIRL Rwy 4-22 L
HIRL Rwy 13-31 L
REIL Rwys 4, 13, and 22 L



CATEGORY	A	B	C	D
S-31	2080-½ 582 (600-½)		2080-1 582 (600-1)	2080-1¼ 582 (600-1¼)
CIRCLING	2080-1 580 (600-1)		2080-1¾ 580 (600-1¾)	2300-2½ 800 (800-2½)
AMUJO FIX MINIMUMS				
S-31	1900-½ 402 (400-½)		1900-¾ 402 (400-¾)	1900-1 402 (400-1)
CIRCLING	1960-1 460 (500-1)		2000-1½ 500 (500-1½)	2300-2½ 800 (800-2½)

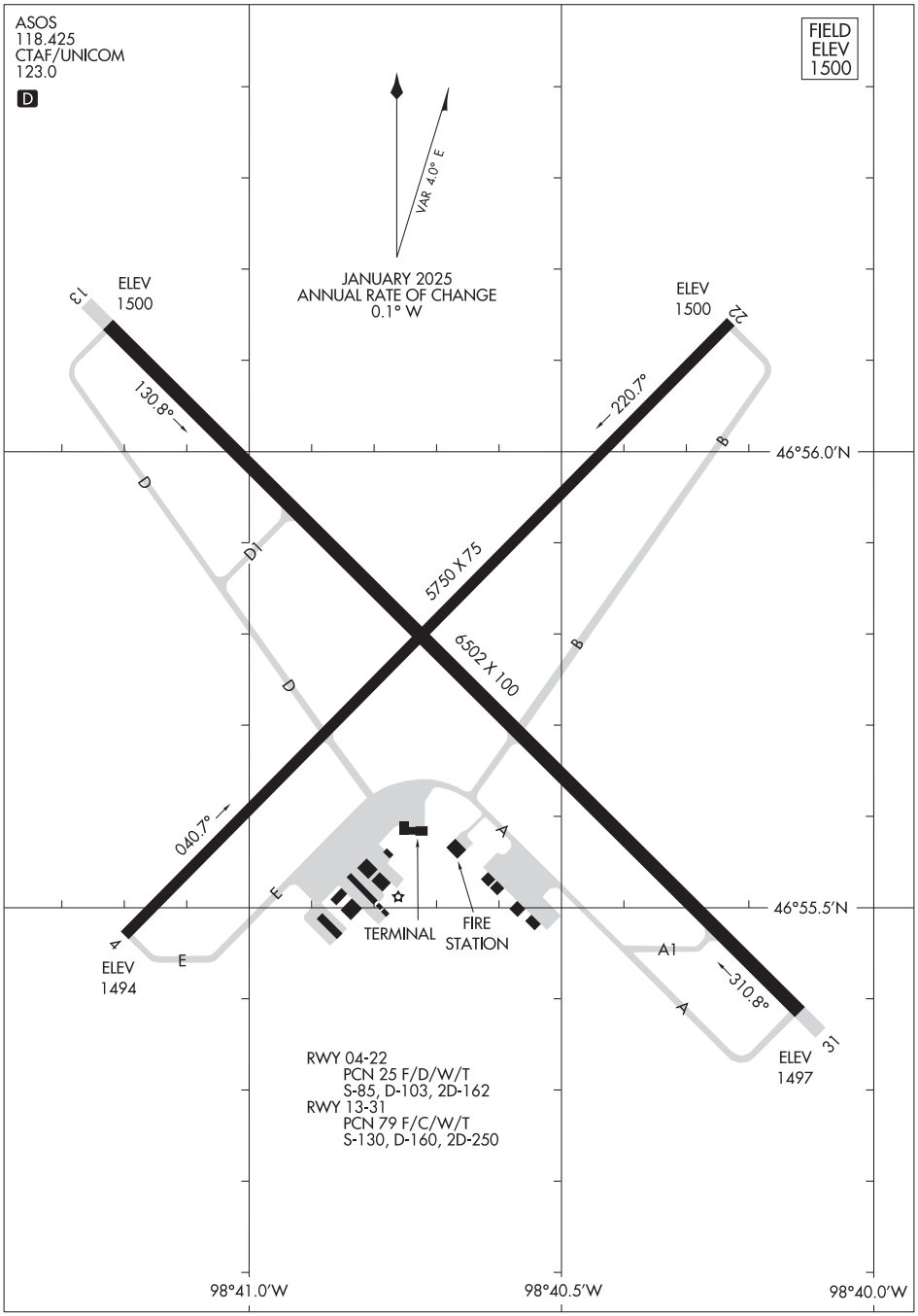
NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

AL-685 (FAA)

JAMESTOWN RGNL (JMS)
JAMESTOWN, NORTH DAKOTA



AIRPORT DIAGRAM
25107

JAMESTOWN, NORTH DAKOTA
JAMESTOWN RGNL (JMS)

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 26

KENMARE MUNI (7K5)

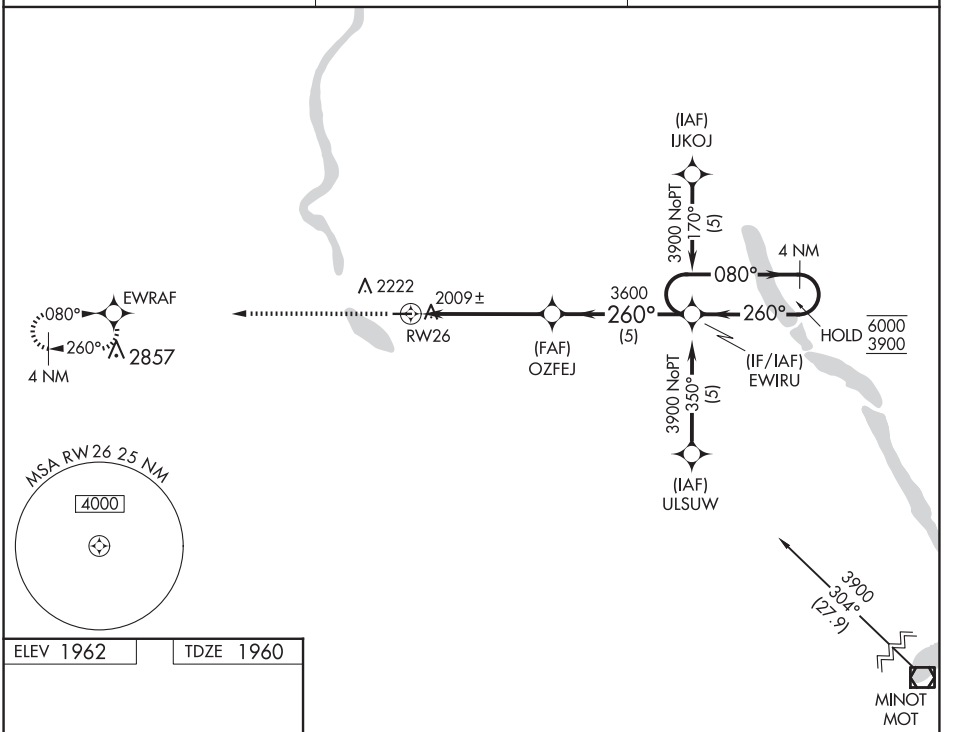
APP CRS	Rwy Idg	3700
260°	TDZE	1960
	Apt Elev	1962

RNP APCH.

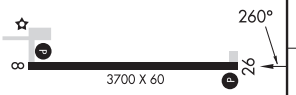
NA Procedure NA at night. Use Minot Intl altimeter setting.

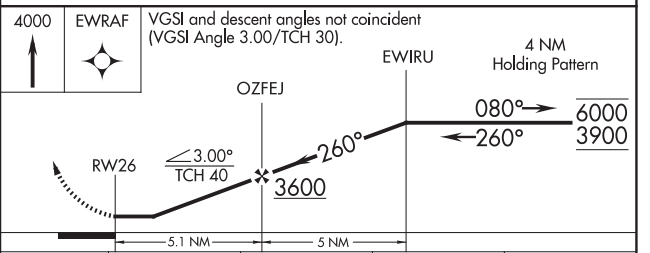
MISSED APPROACH: Climb to 4000 direct EWRAF and hold.

MOT ASOS	MINOT APP CON ★	UNICOM
118.725	119.6 363.8	122.8 (CTAF) L



ELEV 1962 TDZE 1960





CATEGORY	A	B	C	D
LNAV MDA	2420-1 460 (500-1)		NA	
C CIRCLING	2660-1¼ 698 (700-1¼)	2660-1½ 698 (700-1½)	NA	

REIL Rwy 26 L
MIRL Rwy 8-26 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

KILLDEER, NORTH DAKOTA | AL-10791 (FAA-O) | 25219

RNAV (GPS) RWY 13

DUNN COUNTY WEYDAHL FLD (9Y1)

APP CRS	Rwy Ldg	4200
126°	TDZE	2249
	Apt Elev	2249

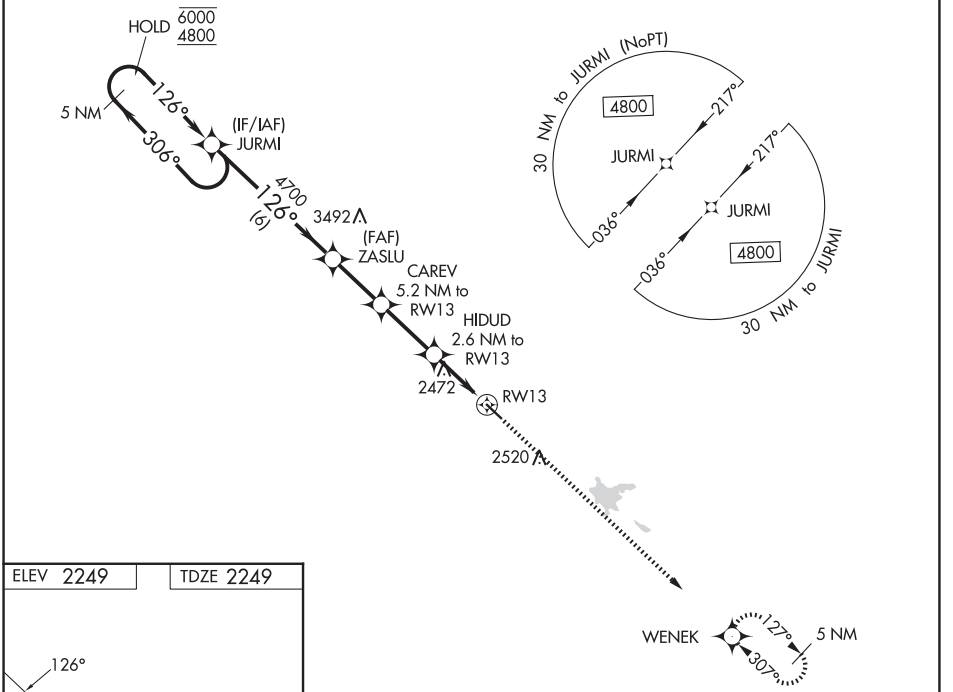
RNP APCH.

Use Watford City altimeter setting, when not received, use Dickinson altimeter setting: increase all MDA's 40 feet and Cat C visibility ⅛ SM. Increase Circling visibility Cat C ¼ SM.

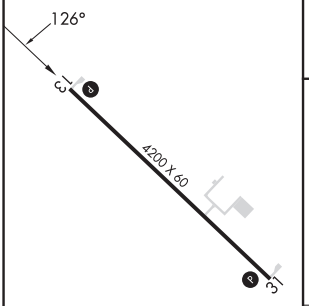
NA

MISSED APPROACH: Climb to 4800 direct WENEK and hold.

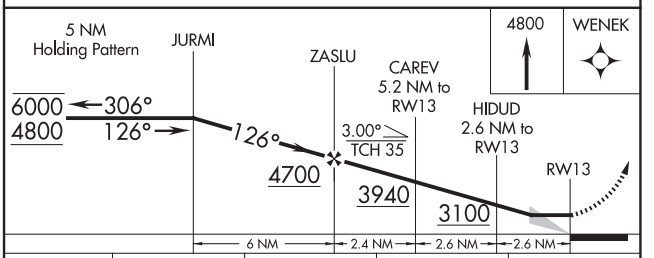
AWOS-3PT	MINNEAPOLIS CENTER	CTAF
118.525	124.25 236.825	122.9 L



ELEV 2249 | TDZE 2249



MIRL Rwys 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	2820-1 571 (600-1)		2820-1⅝ 571 (600-1⅝)	NA
CIRCLING	2880-1 631 (700-1)	2900-1 651 (700-1)	2960-2 711 (800-2)	NA

KILLDEER, NORTH DAKOTA
Orig 28JAN21

47°23'N-102°46'W

DUNN COUNTY WEYDAHL FLD (9Y1)
RNAV (GPS) RWY 13

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

DUNN COUNTY WEYDAHL FLD (9Y1)

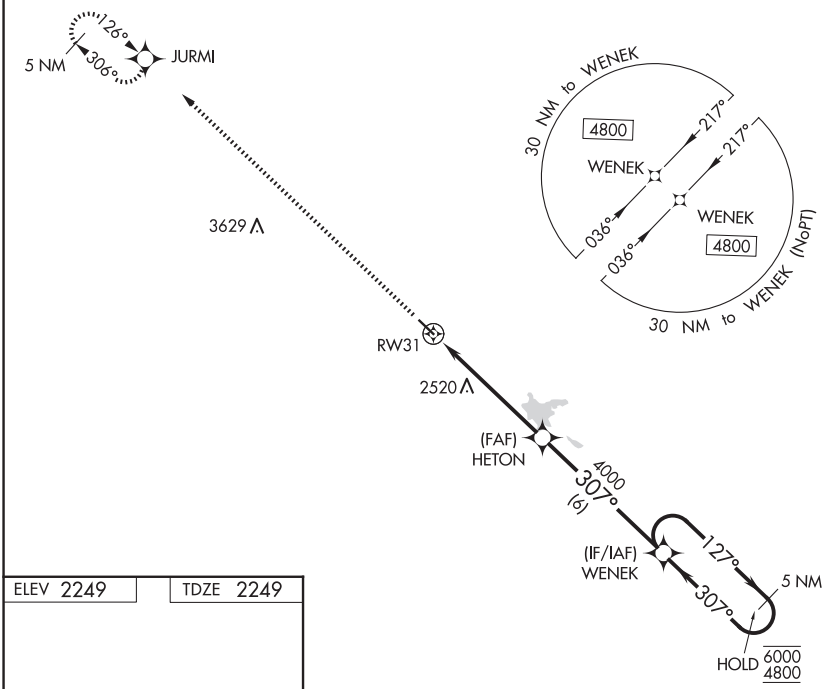
APP CRS	Rwy Ldg	4200
307°	TDZE	2249
	Apt Elev	2249

RNP APCH.

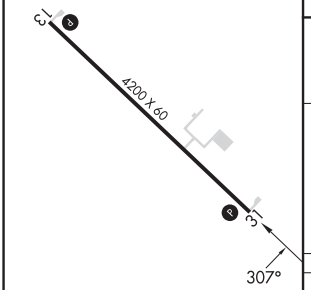
V NA Use Watford City altimeter setting, when not received, use Dickinson altimeter setting: increase all MDA's 40 feet and visibility Cat B ¼ SM; increase Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 4800 direct JURMI and hold.

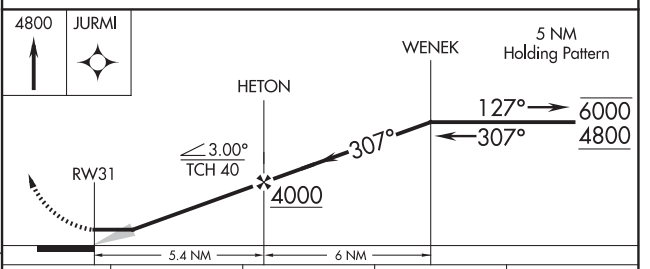
AWOS-3PT	MINNEAPOLIS CENTER	CTAF
118.525	124.25 236.825	122.9 L



ELEV 2249 TDZE 2249



MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	2960-1	711 (800-1)	2960-2 711 (800-2)	NA
CIRCLING	2960-1	711 (800-1)	2960-2 711 (800-2)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

KINDRED, NORTH DAKOTA | AL-10406 (FAA) | 21280

RNAV (GPS) RWY 11

ROBERT ODEGAARD FLD (K74)

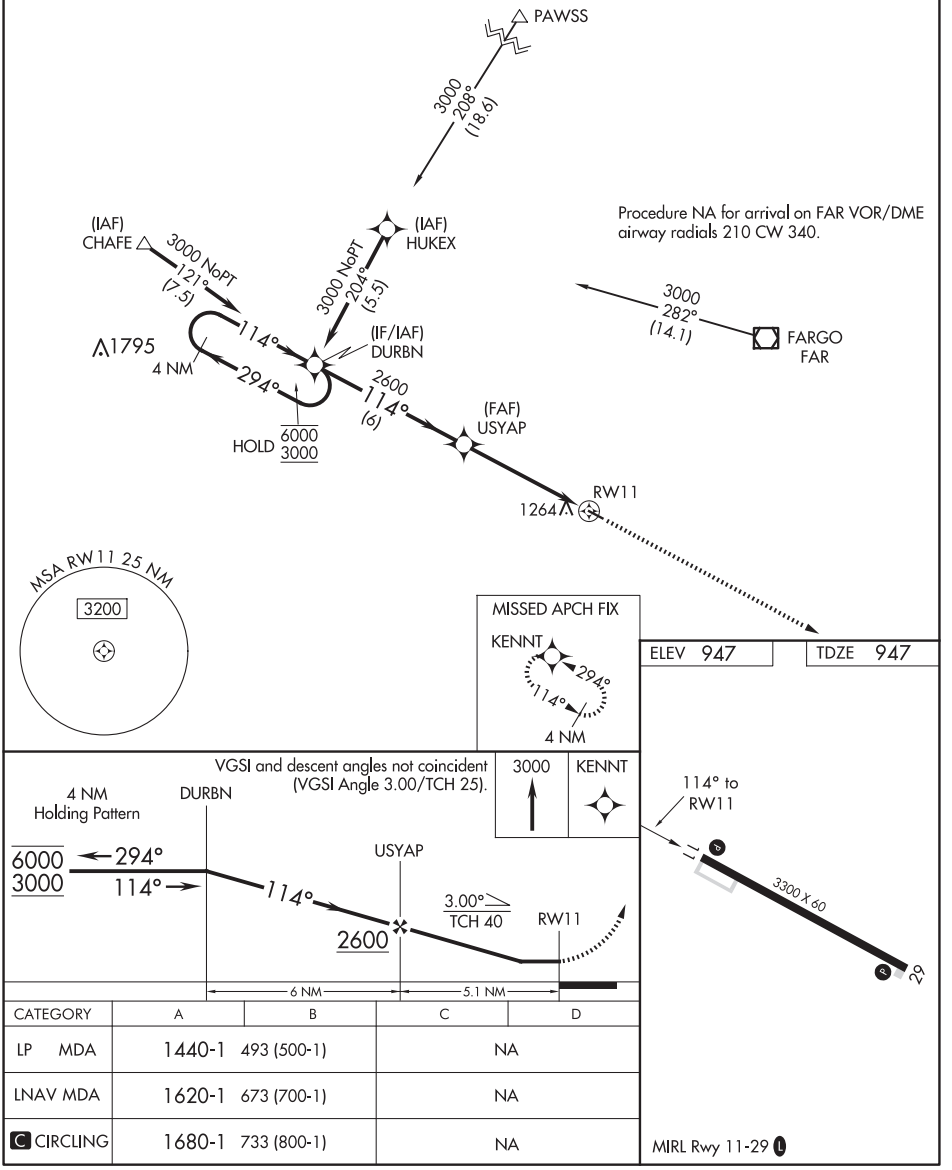
WAAS	APP CRS	Rwy Idg	3300
CH 97733	114°	TDZE	947
W11A		Apt Elev	947

RNP APCH-GPS.

V A NA Rwy 11 helicopter visibility reduction below ¾ SM NA. Use Fargo altimeter setting; when not received, use Moorhead altimeter setting.

MISSED APPROACH: Climb to 3000 direct KENNT and hold.

FAR ASOS	FARGO APP CON	CTAF
124.5 379.2	120.4 377.15	122.9 L



CATEGORY	A	B	C	D
LP MDA	1440-1	493 (500-1)	NA	
LNAV MDA	1620-1	673 (700-1)	NA	
C CIRCLING	1680-1	733 (800-1)	NA	

MIRL Rwy 11-29 L

KINDRED, NORTH DAKOTA
Amdt 1E 07OCT21

46°39′N-97°00′W

ROBERT ODEGAARD FLD (K74)

RNAV (GPS) RWY 11

NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3300
294°	TDZE	947
	Apt Elev	947

RNAV (GPS) RWY 29

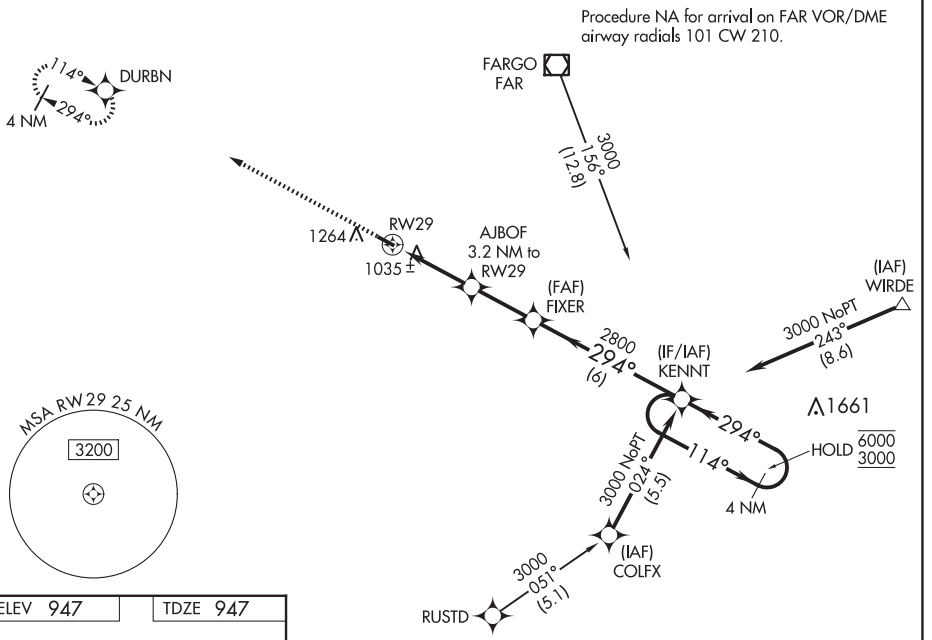
ROBERT ODEGAARD FLD (K74)

RNP APCH-GPS.

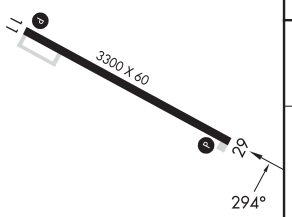
Use Fargo altimeter setting, when not received, use Moorhead altimeter setting.

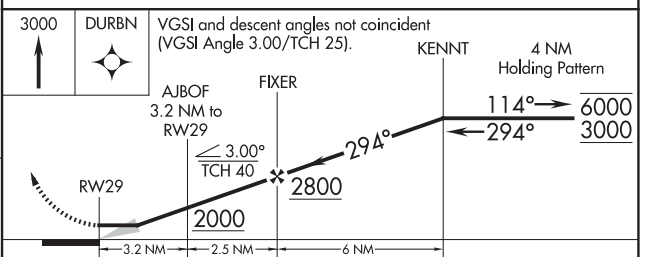
MISSED APPROACH: Climb to 3000 direct DURBN and hold.

FAR ASOS	FARGO APP CON	CTAF
124.5 379.2	120.4 377.15	122.9 L



ELEV 947	TDZE 947





CATEGORY	A	B	C	D
LNAV MDA	1400-1 453 (500-1)		NA	
C CIRCLING	1680-1 733 (800-1)		NA	

MIRL Rwy 11-29 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 33

LAKOTA MUNI (5LØ)

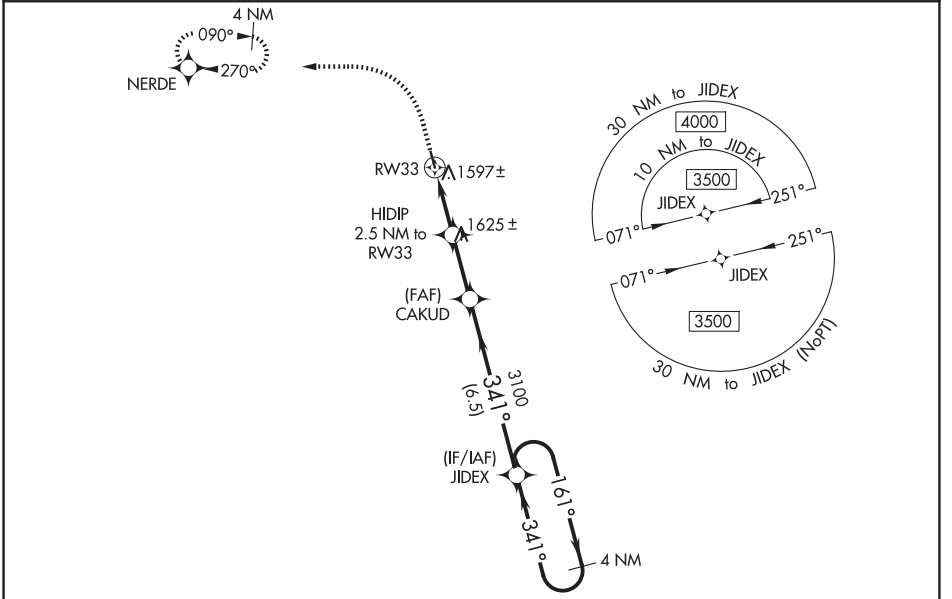
WAAS	APP CRS	Rwy Ldg	3500
CH 53540	341°	TDZE	1511
W33A		Apt Elev	1511

RNP APCH - GPS.

Baro-VNAV NA. Rwy 33 helicopter visibility reduction below ¾ SM NA.
NA Circling Rwy 15 NA at night. Use Devils Lake altimeter setting.

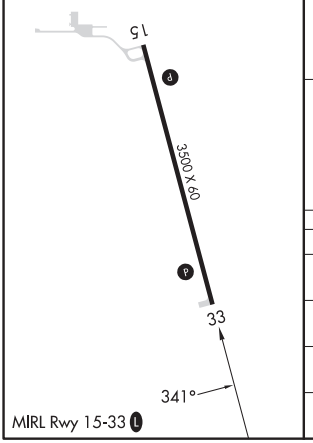
MISSED APPROACH: Climb to 2300 then climbing left turn to 3300 direct NERDE and hold.

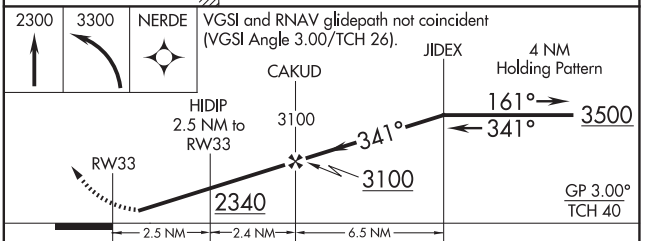
DVL AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
125.875	132.15 269.6	122.8 (CTAF) L



ELEV 1511 TDZE 1511

R-5403





CATEGORY	A	B	C	D
LPV DA	1827-1⅛ 316 (400-1⅛)			NA
LNAV/VNAV DA	1827-1⅛ 316 (400-1⅛)			NA
LNAV MDA	1920-1 409 (500-1)		1920-1⅛ 409 (500-1⅛)	NA
CIRCLING	2080-1 569 (600-1)	2200-1 689 (700-1)	2320-2¼ 809 (900-2¼)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 14

ROBERTSON FLD (D55)

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

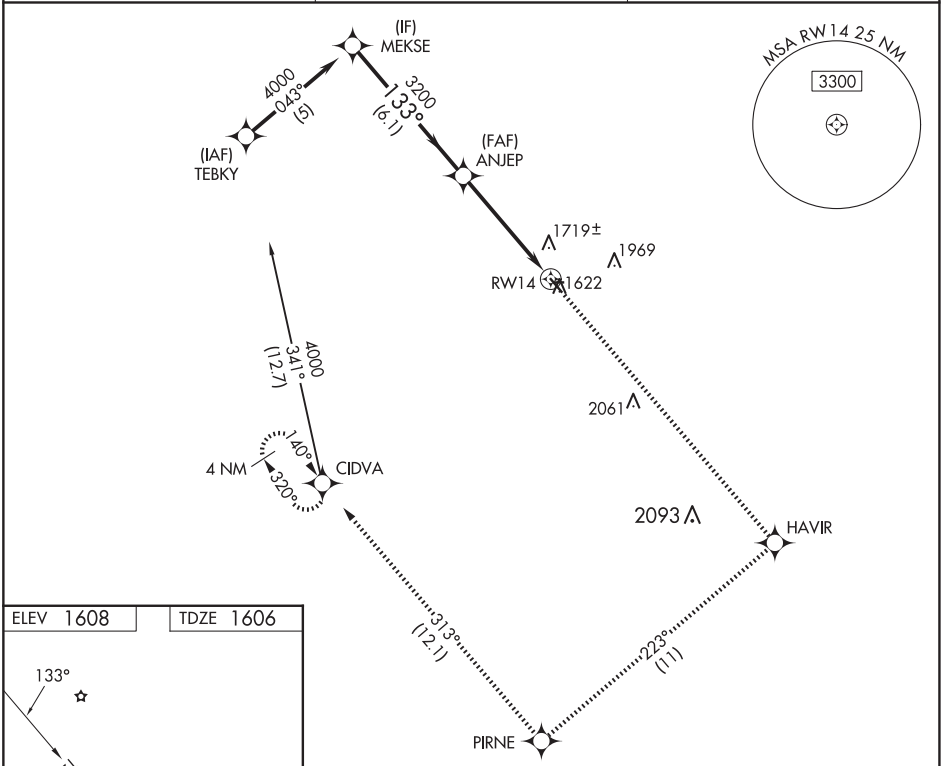
RNP APCH - GPS.

Circling NA to Rwys 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.

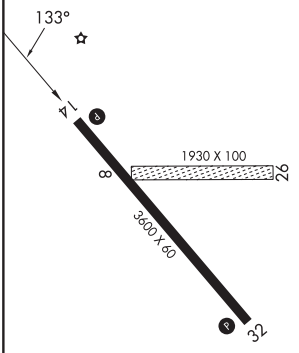
-35°C

MISSED APPROACH: Climb to 4000 direct HAVIR and on track 223° to PIRNE on track 313° to CIDVA and hold.

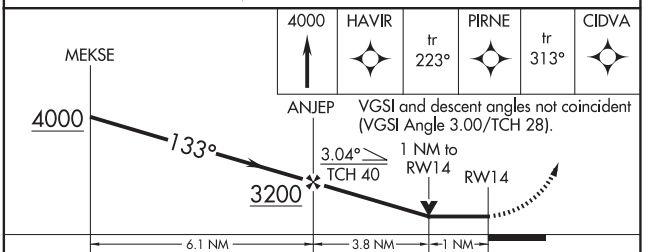
AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.225	132.15 269.6	122.8 (CTAF) L



ELEV 1608 TDZE 1606



MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	2100-1 494 (500-1)		2100-1⅜ 494 (500-1⅜)	NA
CIRCLING	2240-1 632 (700-1)		2320-2 712 (800-2)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LANGDON, NORTH DAKOTA AL-9432 (FAA) 23222

WAAS CH **50515** **W32A**	APP CRS **313°**	Rwy Idg **3600** TDZE **1608** Apt Elev **1608**

RNAV (GPS) RWY 32

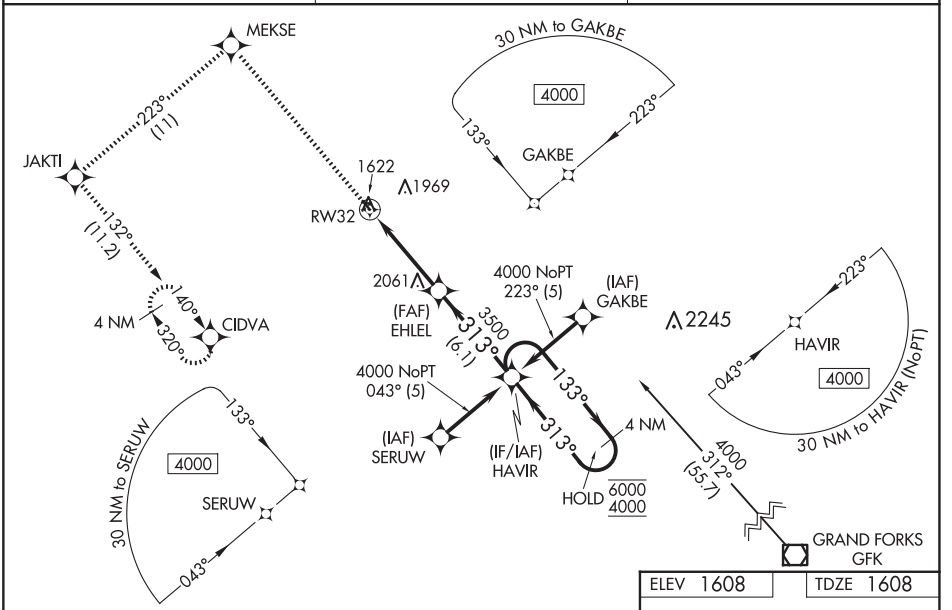
ROBERTSON FLD (D55)

RNP APCH - GPS.

Circling NA to Rwys 8 and 26. Rwy 32 helicopter visibility reduction below ¾ 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. -35°C

MISSED APPROACH: Climb to 4000 direct MEKSE and on 223° track to JAKTI and on 132° track to CIDVA and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.225	**132.15 269.6**	**122.8** (CTAF) L

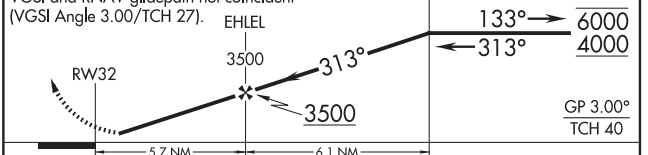


NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

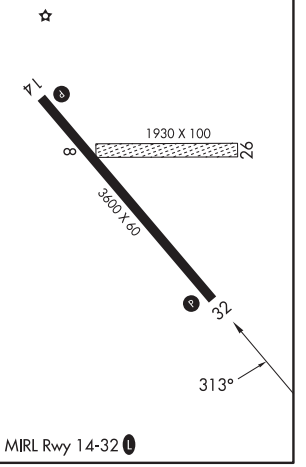
4000	MEKSE	tr 223°	JAKTI	tr 132°	CIDVA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).



CATEGORY	A	B	C	D
LPV DA	1858-1 250 (300-1)			NA
LNAV/VNAV DA	2159-1⅝ 551 (600-1⅝)			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

ELEV 1608 TDZE 1608



MIRL Rwy 14-32 L

LANGDON, NORTH DAKOTA

Orig-B 10AUG23

48°45'N-98°24'W

ROBERTSON FLD (D55)

RNAV (GPS) RWY 32

WAAS	APP CRS	Rwy Idg	4499
CH 78431	300°	TDZE	2573
W30A		Apt Elev	2573

RNAV (GPS) RWY 30

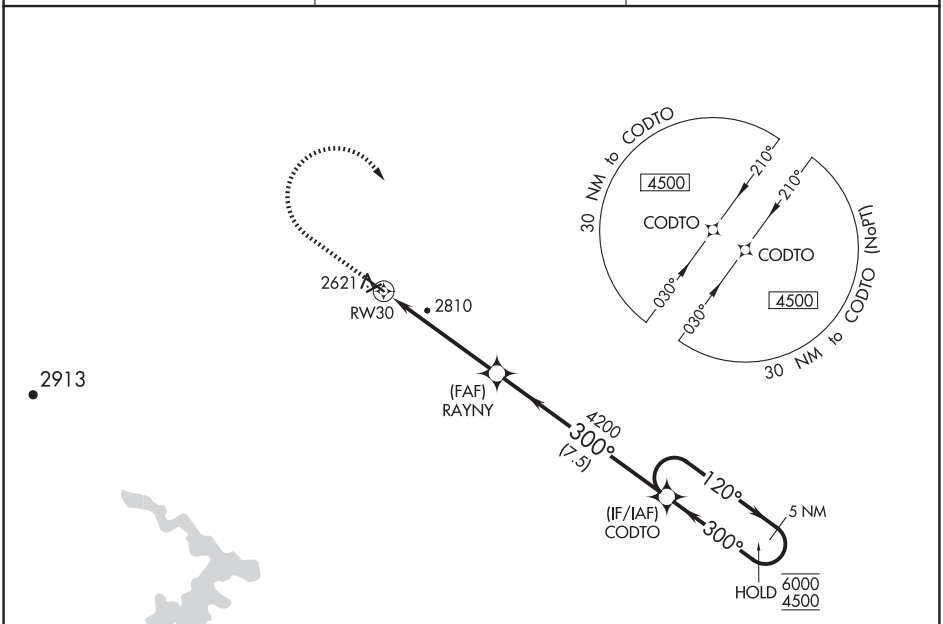
LEMMON MUNI (LEM)

RNP APCH-GPS.

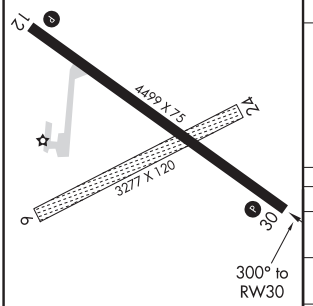
T A NA Circling NA to Rwys 6 and 24. Baro-VNAV NA. Use Hettinger altimeter setting.

MISSED APPROACH: Climb to 3300 then climbing right turn to 4500 direct CODTO and hold.

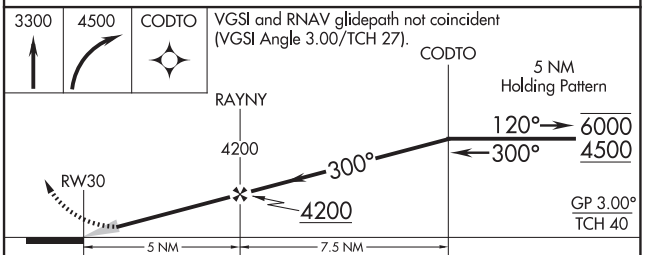
HEI ASOS	MINNEAPOLIS CENTER	AUNICOM
119.925	124.25 236.825	122.8 (CTAF) L



ELEV 2573 TDZE 2573



MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	2897-1 324 (400-1)			
LNAV/VNAV DA	2902-1 329 (400-1)			
LNAV MDA	3120-1 547 (600-1)		3120-1⅝ 547 (600-1⅝)	
C CIRCLING	3220-1 647 (700-1)		3280-2 707 (800-2)	3320-2½ 747 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LINTON, NORTH DAKOTA | AL-9454 (FAA) | 25107

WAAS	APP CRS	Rwy Idg	3700
CH 99630	100°	TDZE	1777
W09A		Apt Elev	1779

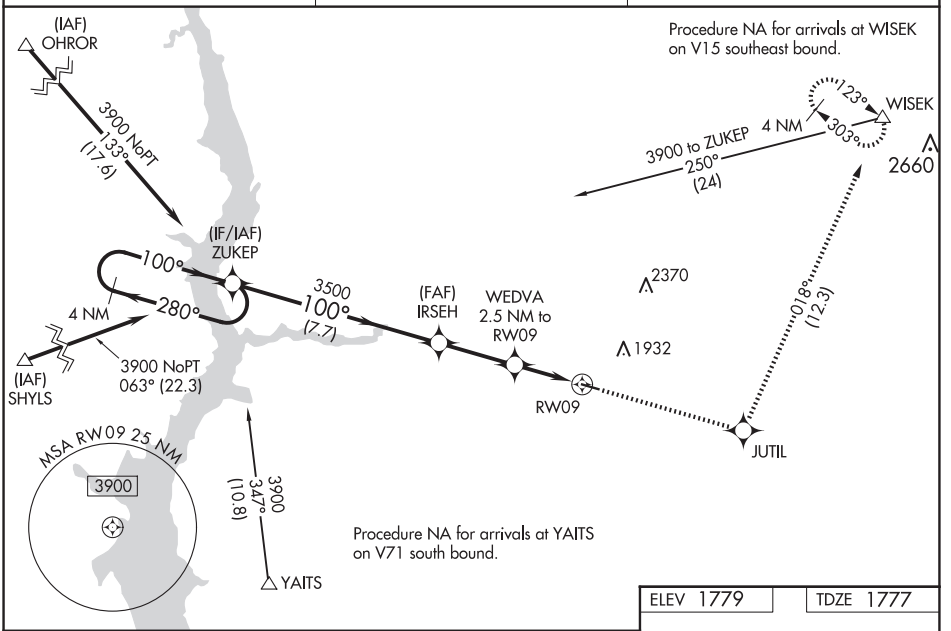
RNAV (GPS) RWY 9
LINTON MUNI (7L2)

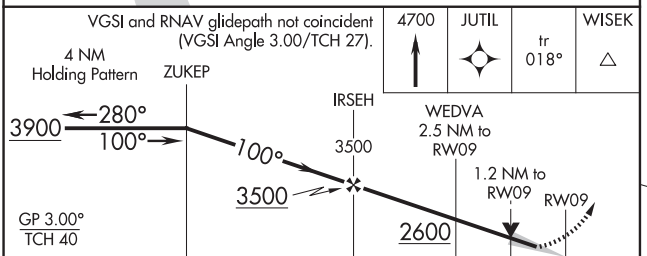
RNP APCH - GPS.

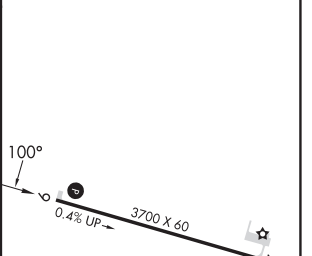
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use BIS altimeter setting and increase LPV DA to 2134 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 2198 and all visibilities ¼ SM. Increase all MDAs 120 feet and visibility 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	MINNEAPOLIS CENTER	CTAF
118.175	135.25 256.7	122.9 L







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 383 (400-1⅛)	NA
CIRCLING	2320-1 541 (600-1)	2400-1 621 (700-1)	2440-1¾ 661 (700-1¾)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	3700
CH 86630	280°	TDZE	1779
W27A		Apt Elev	1779

RNAV (GPS) RWY 27

LINTON MUNI (7L2)

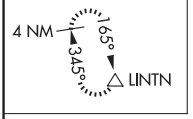
RNP APCH - GPS.

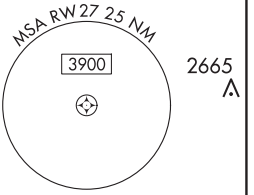
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use BIS altimeter setting and increase all DA 107 feet and visibility LPV and LNAV/VNAV all Cats ¼ SM; increase all MDA 120 feet and visibility LNAV Cat C ¼ SM. Baro-VNAV and VDP NA when using BIS altimeter setting.

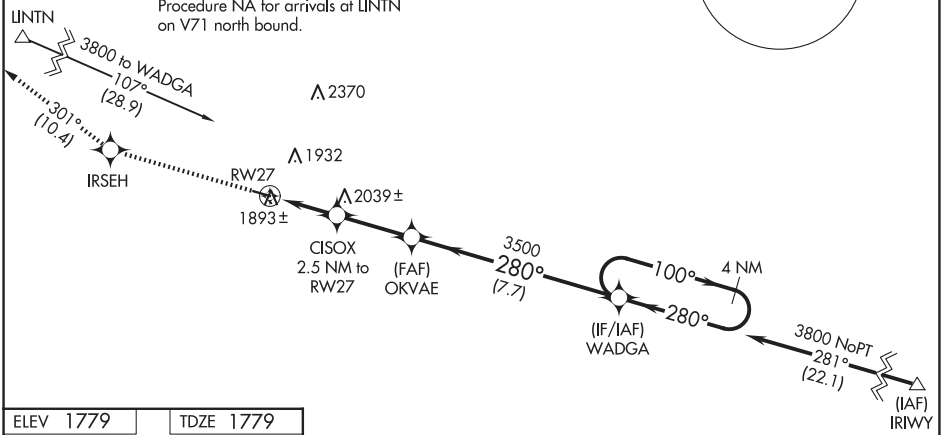
MISSED APPROACH: Climb to 3600 direct IRSEH and on track 301° to LINTN and hold.

ASOS-3	MINNEAPOLIS CENTER	CTAF
118.175	135.25 256.7	122.9 L

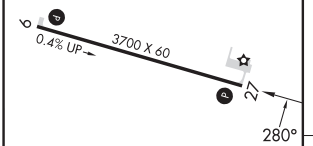
MISSED APCH FIX

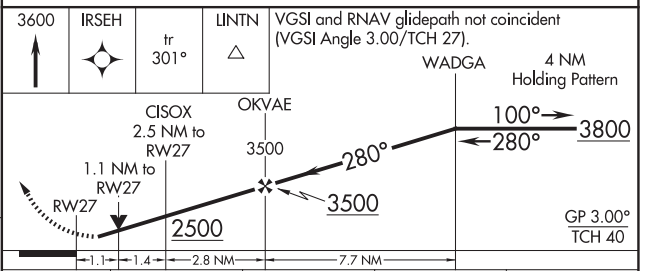






ELEV 1779 TDZE 1779





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)		2160-1⅛ 381 (400-1⅛)	NA

MIRL Rwy 9-27 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LISBON, NORTH DAKOTA AL-10400 (FAA) 23138

RNAV (GPS) RWY 14

LISBON MUNI (6L3)

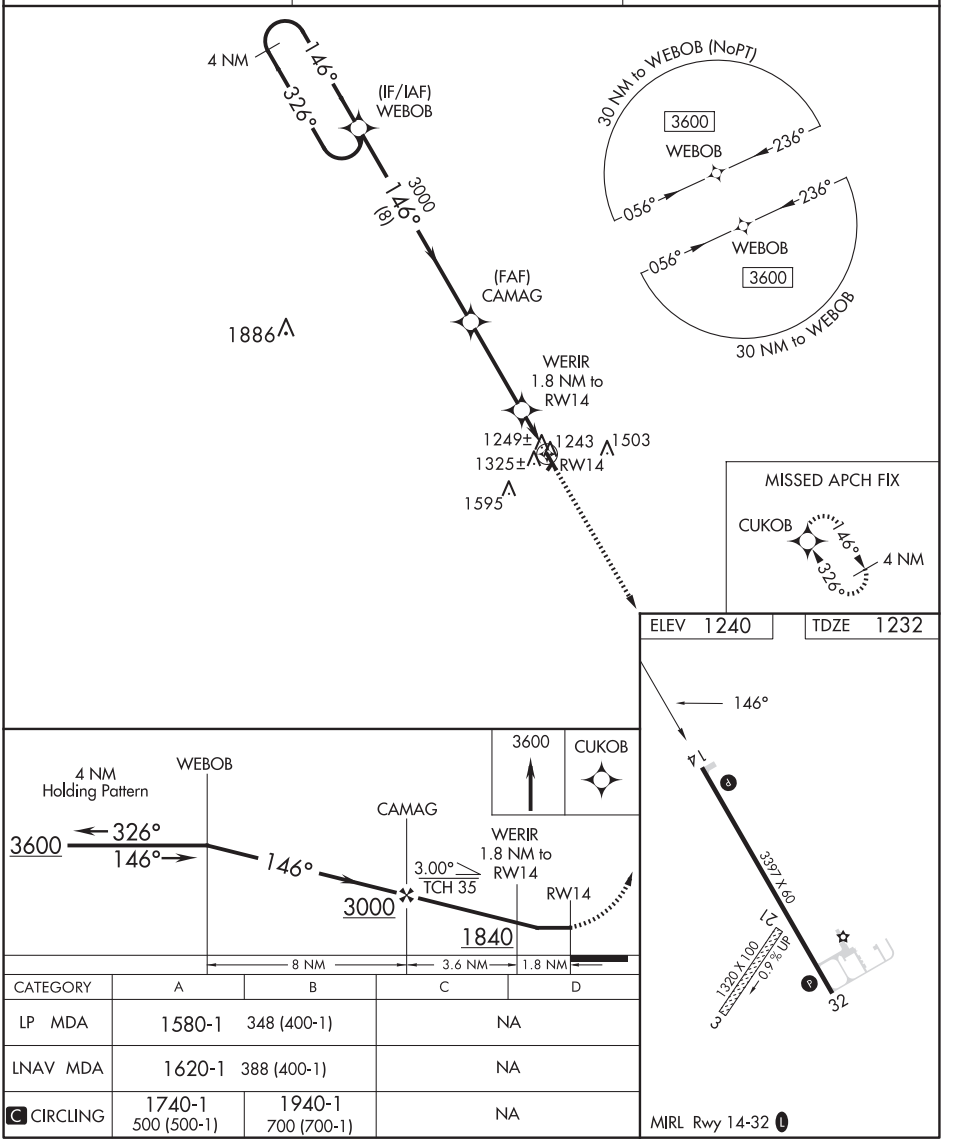
WAAS	APP CRS	Rwy Idg	3397
CH 70739	146°	TDZE	1232
W14A		Apt Elev	1240

RNP APCH - GPS.

T A NA Circling NA to Rwys 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.

MISSED APPROACH: Climb to 3600 direct CUKOB and hold.

GWR AWOS-3	MINNEAPOLIS CENTER	CTAF
118.325	127.35 278.3	122.9 L



CATEGORY	A	B	C	D
LP MDA	1580-1	348 (400-1)	NA	
LNAV MDA	1620-1	388 (400-1)	NA	
C CIRCLING	1740-1 500 (500-1)	1940-1 700 (700-1)	NA	

LISBON, NORTH DAKOTA LISBON MUNI (6L3)

Orig-A 18MAY23 46°27'N-97°44'W RNAV (GPS) RWY 14

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

LISBON MUNI (6L3)

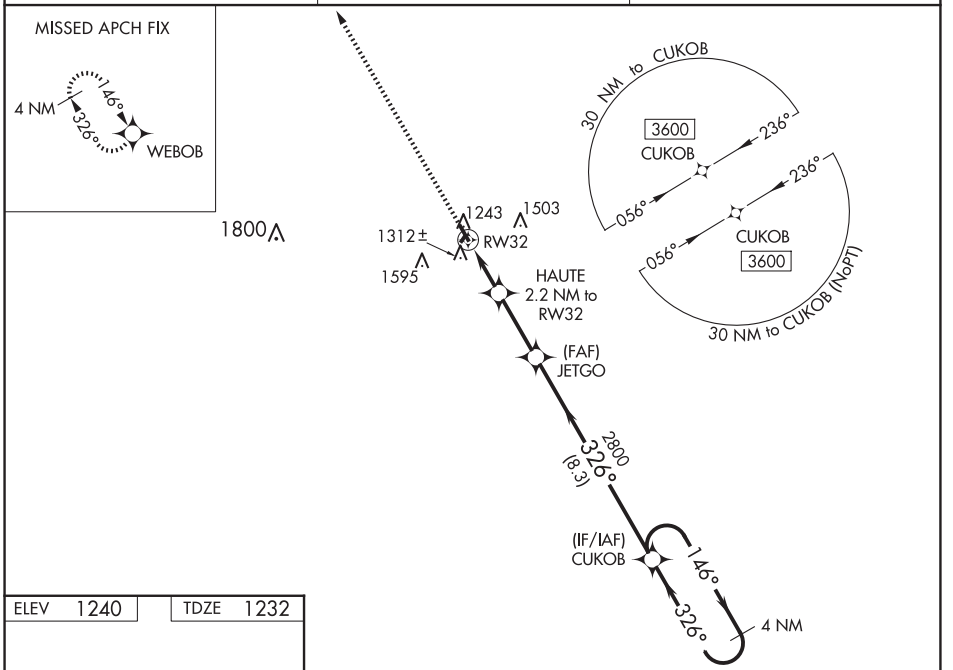
WAAS	APP CRS	Rwy Idg	3397
CH 93939	326°	TDZE	1232
W32A		Apt Elev	1240

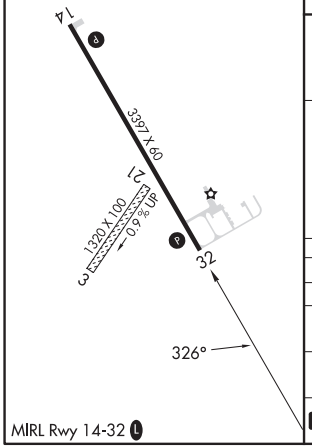
RNP APCH - GPS.

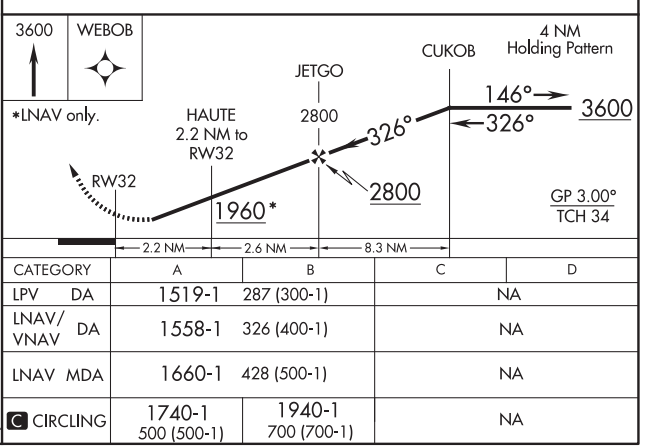
T A NA Circling NA to Rwys 3 and 21. Baro-VNAV NA. Circling Rwy 14 NA at night. Rwy 32 helicopter visibility reduction below ¾ SM NA. Use Gwinner altimeter setting; when not received, use Valley City altimeter setting and increase LPV DA to 1580 feet; increase LNAV/VNAV DA to 1619 feet and all visibilities ⅛ SM. Increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3600 direct WEBOB and hold.

GWR AWOS-3	MINNEAPOLIS CENTER	CTAF
118.325	127.35 278.3	122.9 L







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	
C CIRCLING	1740-1 500 (500-1)	1940-1 700 (700-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LITCHFIELD, MINNESOTA AL-6940 (FAA) 21196

WAAS	APP CRS	Rwy Idg	4002
CH 69419	136°	TDZE	1140
W13A		Apt Elev	1140

RNAV (GPS) RWY 13

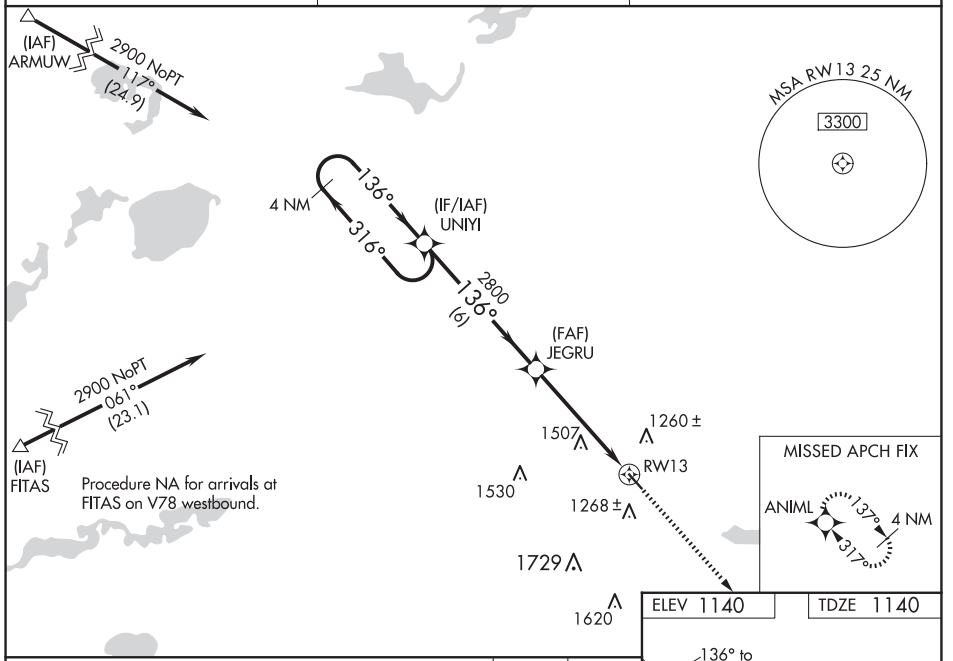
LITCHFIELD MUNI (LJF)

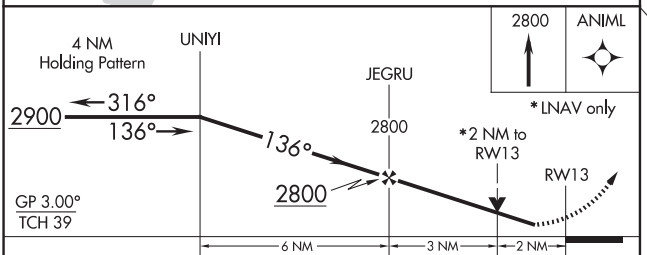
RNP APCH - GPS.

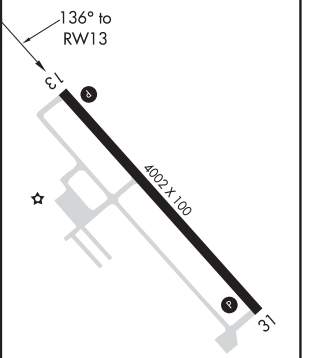
Baro-VNAV NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54° C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hutchinson altimeter setting: increase LPV DA to 1436 feet; increase LNAV/VNAV DA 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	MINNEAPOLIS CENTER	CTAF
119.65	125.5 323.1	122.9 L







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)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

LITCHFIELD, MINNESOTA
Orig-A 15JUL21

45°06'N - 94°30'W

LITCHFIELD MUNI (LJF)
RNAV (GPS) RWY 13

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40319 W31A | APP CRS 317° | Rwy Idg 4002 | TDZE 1140 | Apt Elev 1140

RNAV (GPS) RWY 31

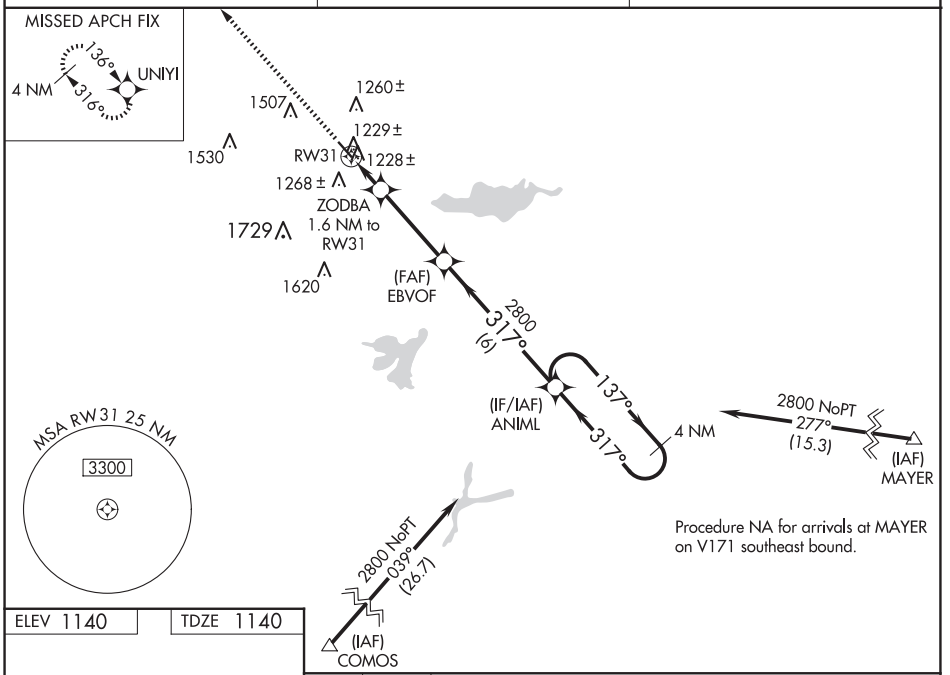
LITCHFIELD MUNI (LJF)

RNP APCH - GPS.

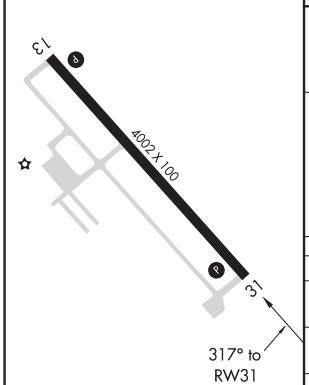
Baro-VNAV NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When Local altimeter setting not received, use Hutchinson altimeter setting: increase LPV DA to 1435 feet; increase LNAV/VNAV DA to1594 feet; increase all MDA 60 feet and LNAV and Circling Cat C visibility ¼ SM. VDP NA with Hutchinson altimeter setting.

MISSED APPROACH: Climb to 2900 direct UNIYI and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
119.65	125.5 323.1	122.9 L

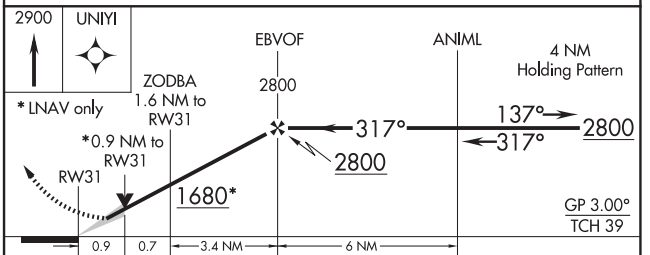


ELEV 1140 | TDZE 1140



REIL Rwys 13 and 31 L

MIRL Rwy 13-31 L



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)		1860-2 720 (800-2)	2080-3 940 (1000-3)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

LITTLE FALLS/MORRISON COUNTY-LINDBERGH FLD (LXL)

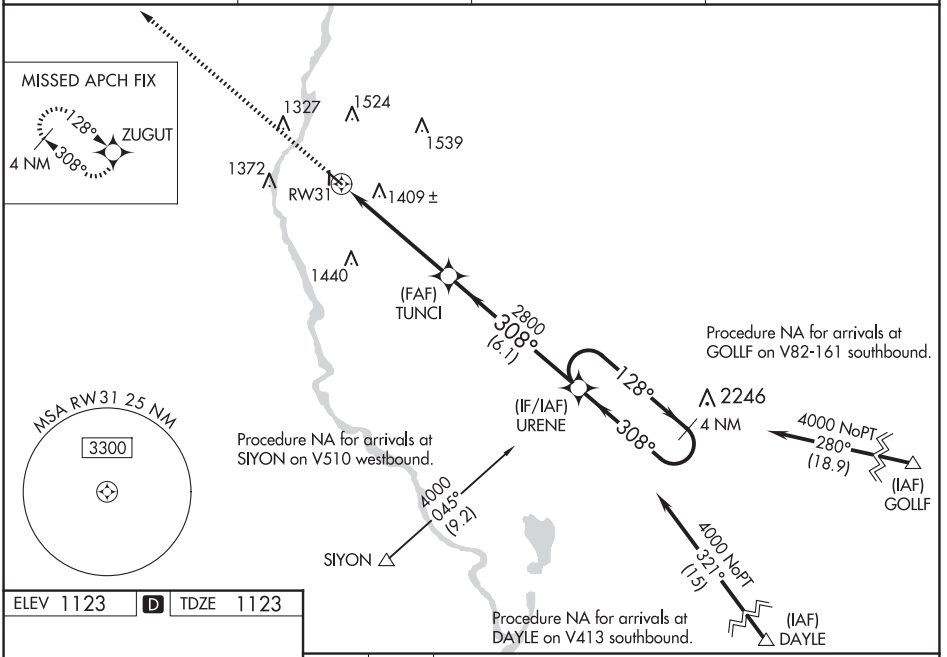
WAAS CH 93920 W31A	APP CRS 308°	Rwy Idg 4010 / TDZE 1123 / Apt Elev 1123

RNP APCH.

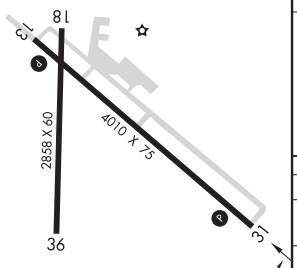
Baro-VNAV NA when using St Cloud altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 32°C. Rwy 31 visibility reduction below ¾ SM by helicopters NA. When local altimeter setting not received, use St. Cloud altimeter setting and increase all DAs 76 feet and all MDAs 80 feet; increase LPV all Cats visibility ½ SM and LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C/D visibility ¼ SM. Circling Rwy 18, 36 NA.

MISSED APPROACH: Climb to 3000 direct ZUGUT and hold.

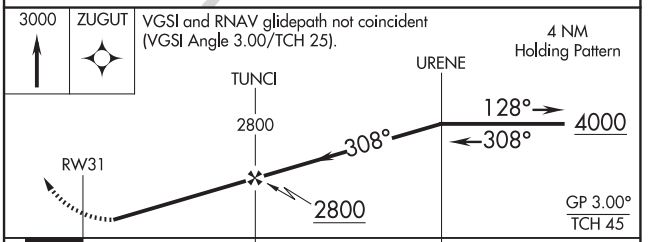
AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.45	118.05 239.0	121.725	122.8 (CTAF) L



ELEV 1123 D TDZE 1123



LIRL Rwy 18-36 L
MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L



CATEGORY	A	B	C	D
LPV DA	1517-1⅜ 394 (400-1⅜)			
LNAV/VNAV DA	1749-2¼ 626 (700-2¼)			
LNAV MDA	1660-1 537 (600-1)		1660-1½ 537 (600-1½)	
CIRCLING	1700-1 577 (600-1)	1800-1 677 (700-1)	1840-2 717 (800-2)	2000-2¾ 877 (900-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34

TODD FLD (14Y)

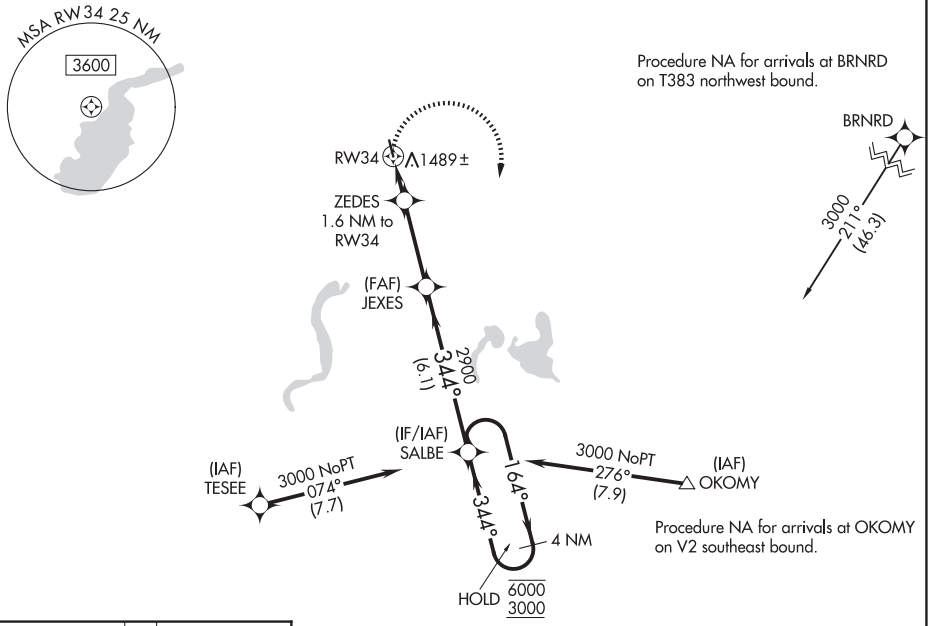
APP CRS	Rwy Ldg	3501
344°	TDZE	1330
	Apt Elev	1332

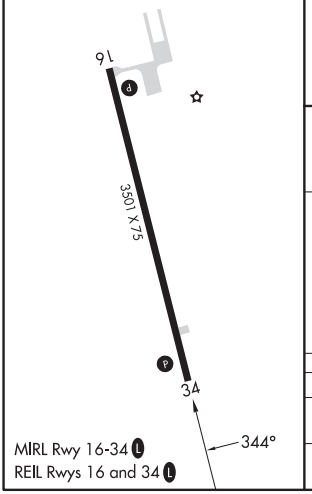
RNP APCH - GPS.

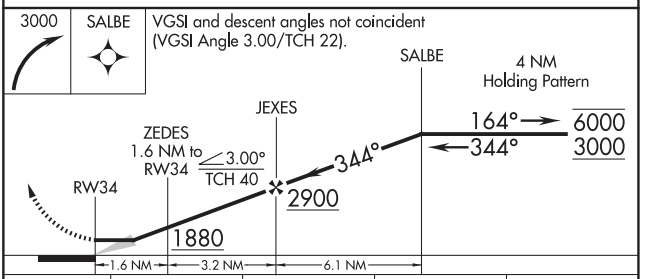
Circling to Rwy 16 NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct SALBE and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.65	126.1 269.2	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1740-1	410 (500-1)	1740-1 1/8 410 (500-1 1/8)	NA
CIRCLING	1840-1	508 (600-1)	1960-1 3/4 628 (700-1 3/4)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 13

LONGVILLE MUNI (XVG)

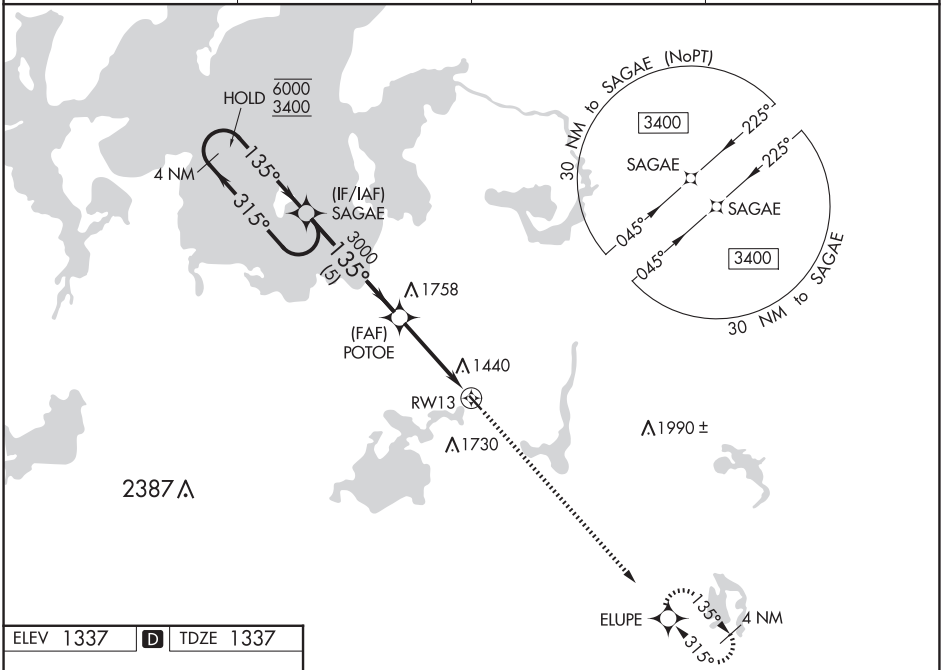
APP CRS	Rwy Idg	3109
135°	TDZE	1337
	Apt Elev	1337

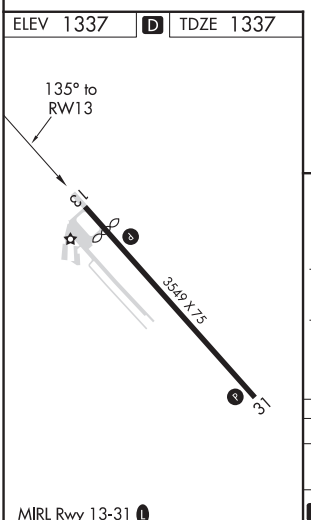
RNP APCH.

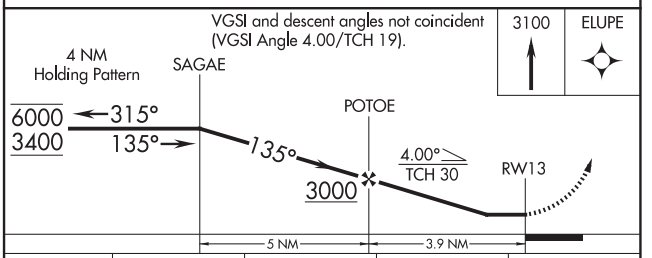
Procedure NA at night.
Rwy 13 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3100 direct ELUPE and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
118.275	118.05 239.0	121.725	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1820-1 483 (500-1)		NA	
C CIRCLING	1860-1 523 (600-1)	2080-1 743 (800-1)	NA	

MIRL Rwy 13-31 (L)

46°59′N-94°12′W

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3549
315°	TDZE	1337
	Apt Elev	1337

RNAV (GPS) RWY 31

LONGVILLE MUNI (XVG)

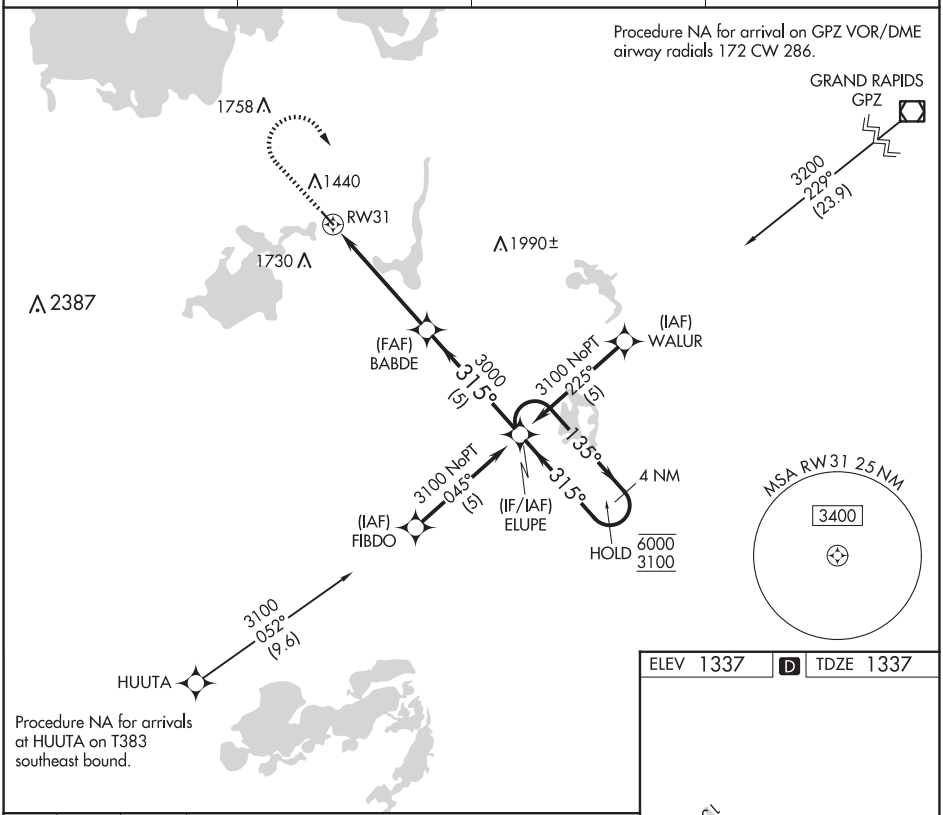
RNP APCH - GPS.

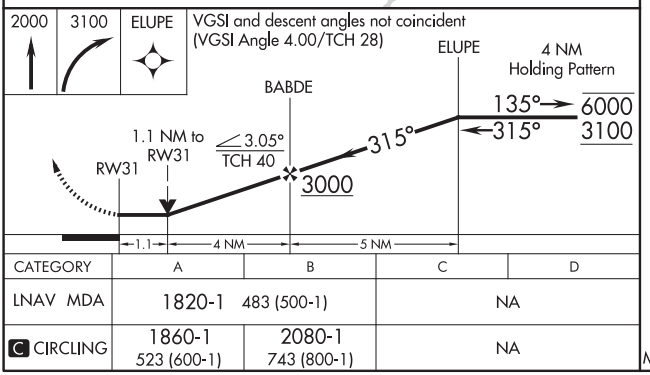
Circling Rwy 13 NA at night.

Rwy 31 helicopter visibility reduction below ¾ SM NA.

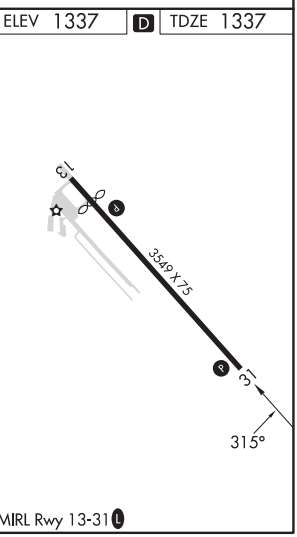
MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 direct ELUPE and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
118.275	118.05 239.0	121.725	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1820-1 483 (500-1)		NA	
C CIRCLING	1860-1 523 (600-1)	2080-1 743 (800-1)	NA	



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS		
CH **86317**	**175°**	Rwy Idg	**4200**
W18A		TDZE	**1435**
		Apt Elev	**1435**

RNAV (GPS) RWY 18

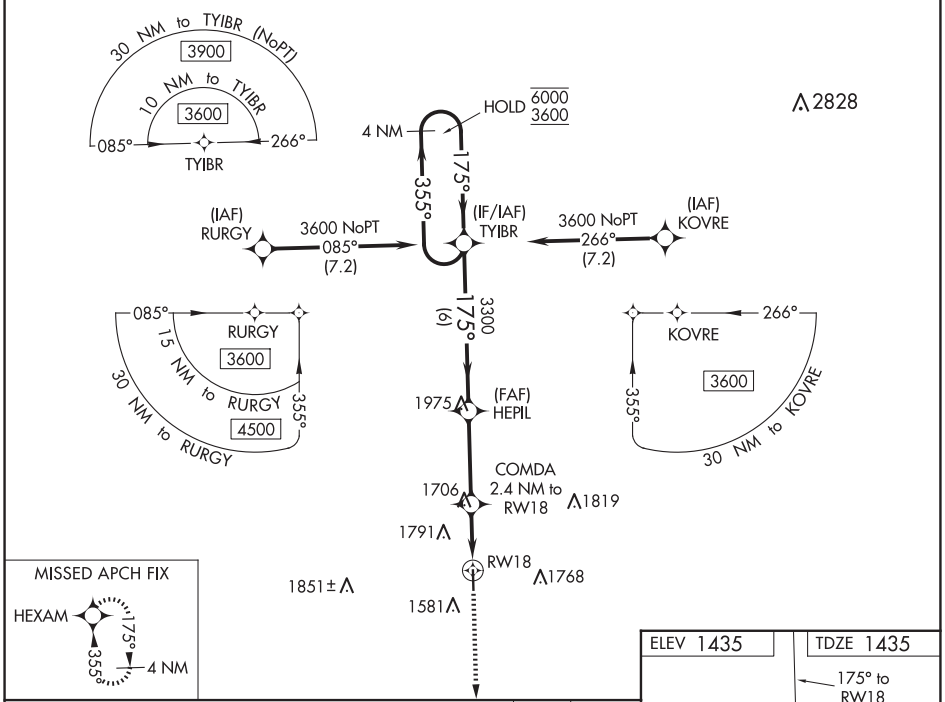
QUENTIN AANENSON FLD (LYV)

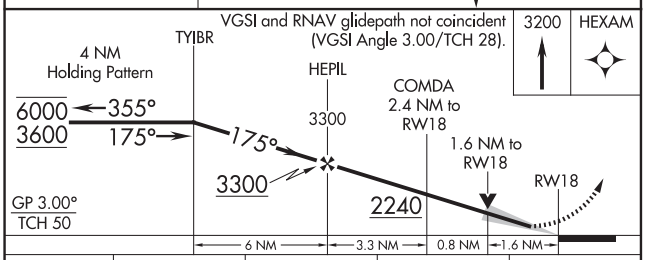
RNP APCH-GPS.

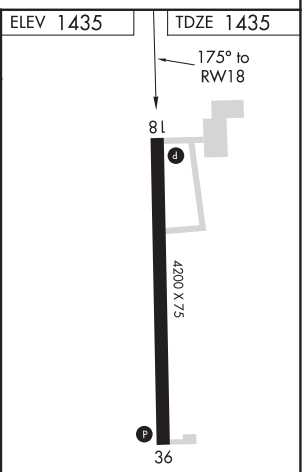
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3200 direct HEXAM and hold.

AWOS-3	SIOUX FALLS APP CON ★	UNICOM
119.825	**125.8 284.725**	**122.7** (CTAF) L







MIRL Rwy 18-36 L

REIL Rwys 18 and 36 L

CATEGORY	A	B	C	D
LPV DA	1635-1 200 (200-1)			
LNAV/VNAV DA	1847-1⅛ 412 (500-1⅛)			
LNAV MDA	1960-1 525 (600-1)		1960-1½ 525 (600-1½)	
C CIRCLING	1960-1 525 (600-1)	2160-1 725 (800-1)	2360-2¾ 925 (1000-2¾)	2360-3 925 (1000-3)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH **40117** **W36A**	APP CRS **355°**	Rwy Idg **4200** TDZE **1433** Apt Elev **1435**

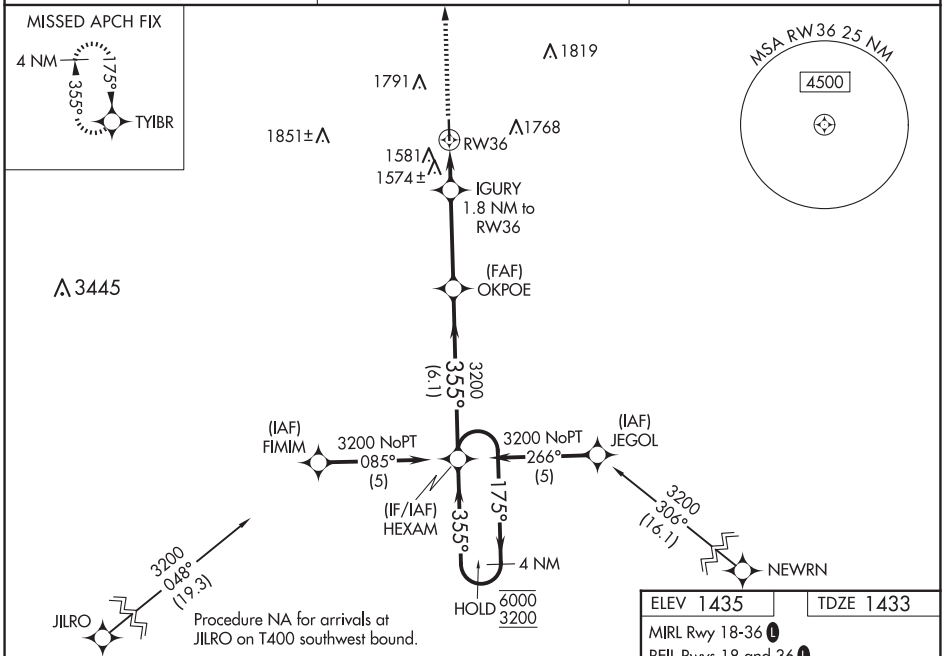
RNAV (GPS) RWY 36
QUENTIN AANENSON FLD (LYV)

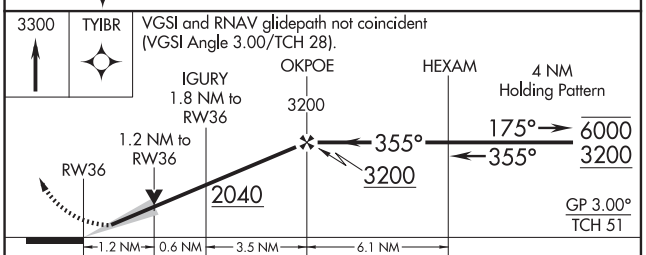
RNP APCH - GPS.

Baro-VNAV and VDP NA when using Pipestone altimeter setting. For uncompensated 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.

MISSED APPROACH: Climb to 3300 direct TYIBR and hold.

AWOS-3	SIOUX FALLS APP CON ★	UNICOM
119.825	**125.8 284.725**	**122.7** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1633-1 200 (200-1)			
LNAV/VNAV DA	1883-1⅜ 450 (500-1⅜)			
LNAV MDA	1840-1 407 (500-1)		1840-1⅛ 407 (500-1⅛)	
CIRCLING	1940-1 505 (600-1)	2160-1 725 (800-1)	2360-2¾ 925 (1000-2¾)	2360-3 925 (1000-3)

ELEV 1435 TDZE 1433

MIRL Rwy 18-36 L

REIL Rwys 18 and 36 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MADISON, MINNESOTA AL-6591 (FAA) 24137

RNAV (GPS) RWY 14

LAC QUI PARLE COUNTY (DXX)

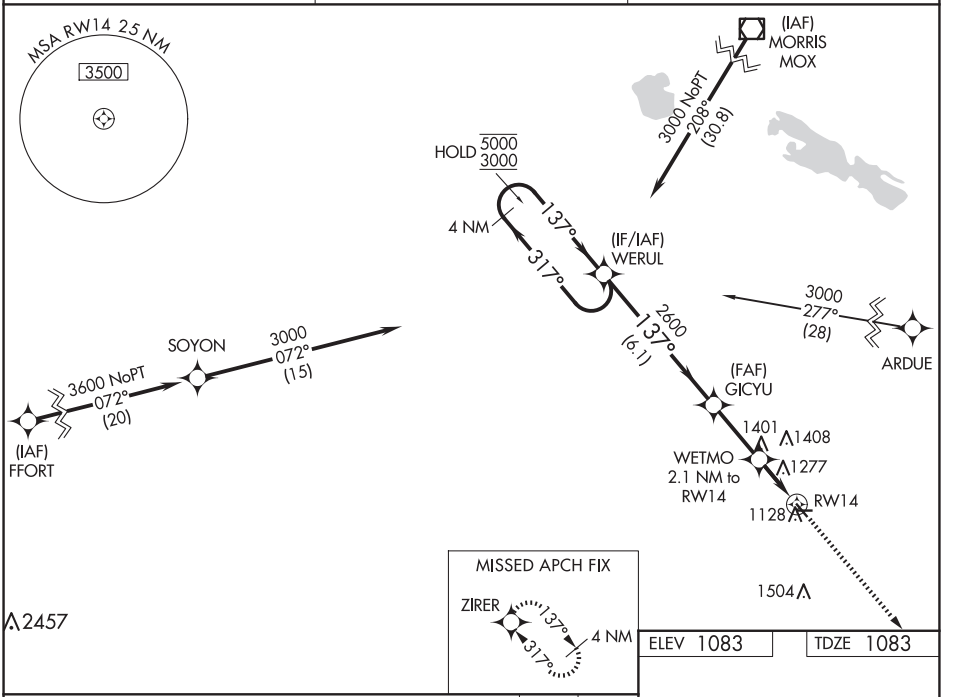
WAAS	APP CRS		
CH **63030**	**137°**	Rwy Idg	**3300**
W14A		TDZE	**1083**
		Apt Elev	**1083**

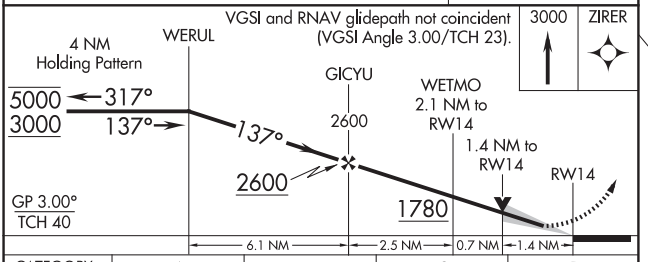
RNP APCH - GPS.

Circling NA to Rwys 9 and 27. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

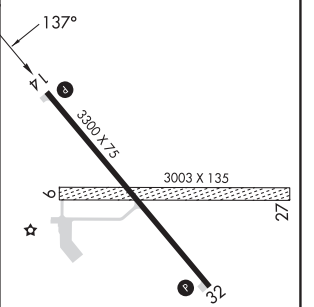
MISSED APPPROACH: Climb to 3000 direct ZIRER and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.975	**128.5 306.2**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1283-1 200 (200-1)			NA
LNAV/VNAV DA	1572-1⅜ 489 (500-1⅜)			NA
LNAV MDA	1540-1 457 (500-1)		1540-1⅜ 457 (500-1⅜)	NA
C CIRCLING	1640-1 557 (600-1)		1820-2 737 (800-2)	NA



REIL Rwys 14 and 32 L

MIRL Rwy 14-32 L

MADISON, MINNESOTA

Amdt 1 03NOV22

44°59′N-96°11′W

LAC QUI PARLE COUNTY (DXX)

RNAV (GPS) RWY 14

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

LAC QUI PARLE COUNTY (DXX)

WAAS	APP CRS	Rwy Idg	3300
CH 53530	317°	TDZE	1082
W32A		Apt Elev	1083

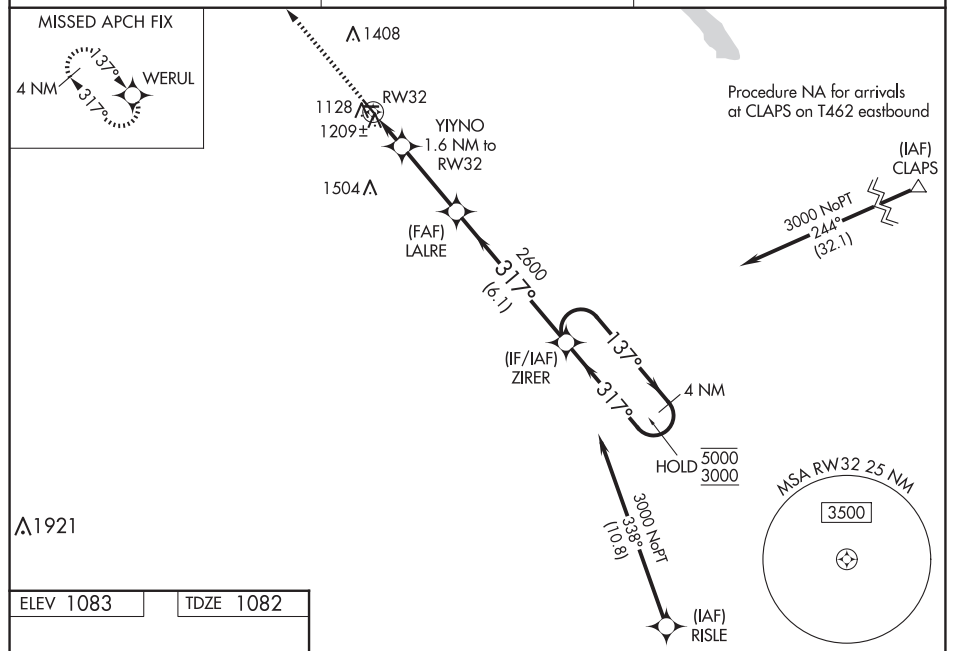
RNP APCH - GPS.

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 Rwys 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.

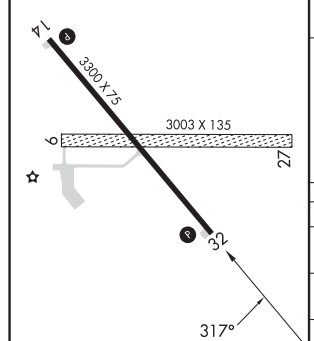
MISSED APPROACH: Climb to 3000 direct WERUL and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.975	128.5 306.2	122.8 (CTAF) L

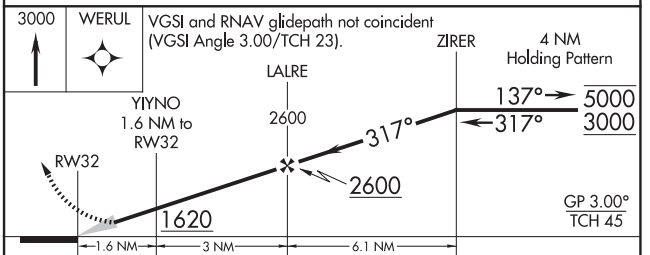
MISSED APCH FIX



ELEV 1083 TDZE 1082



REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	1282-¾ 200 (200-¾)			NA
LNAV/VNAV DA	1363-⅞ 281 (300-⅞)			NA
LNAV MDA	1460-1 378 (400-1)		1460-1⅛ 378 (400-1⅛)	NA
C CIRCLING	1640-1 557 (600-1)		1820-2 737 (800-2)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MADISON, SOUTH DAKOTA

AL-6067 (FAA)

25163

RNAV (GPS) RWY 15

MADISON MUNI (MDS)

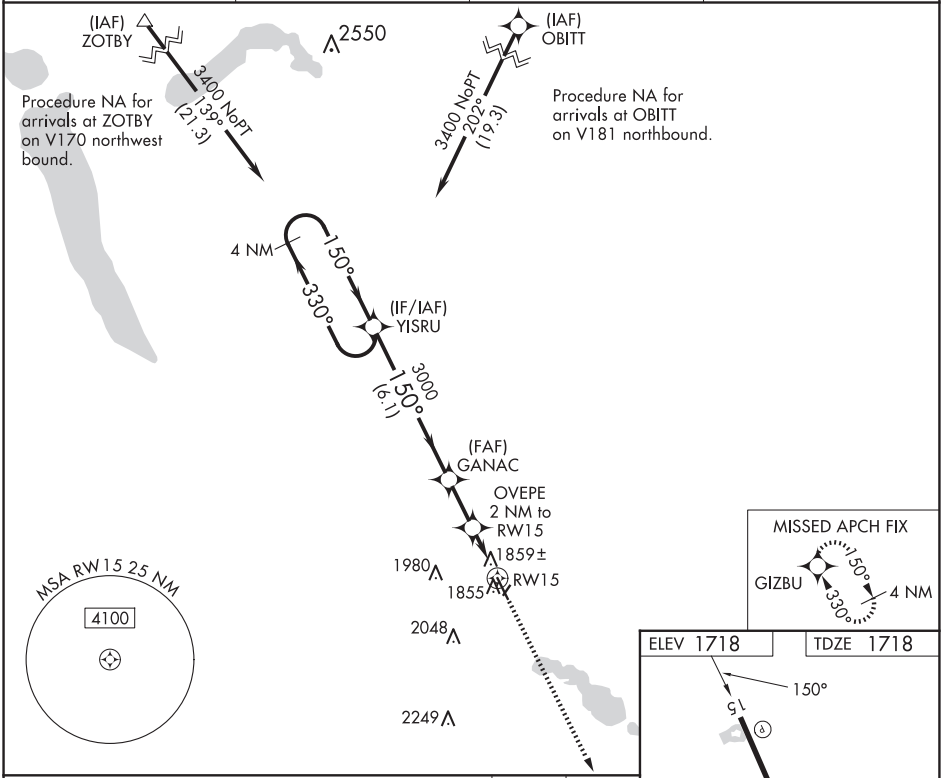
APP CRS	Rwy Ldg	5000
150°	TDZE	1718
	Apt Elev	1718

RNP APCH - GPS.

T A Circling NA to Rwys 3 and 21. Rwy 15 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Brookings altimeter setting: increase all MDAs 60 feet and visibility LNAV and Circling Cat C and D ¼ SM.

MISSED APPROACH: Climb to 3400 direct GIZBU and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.35	132.05 317.4	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2120-1	402 (500-1)	2120-1⅛	402 (500-1⅛)
CIRCLING	2180-1	462 (500-1)	2400-2 682 (700-2)	2400-2¼ 682 (700-2¼)

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

MADISON, SOUTH DAKOTA

Orig-C 08SEP22

44°01'N-97°05'W

MADISON MUNI (MDS)

RNAV (GPS) RWY 15

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	5000
CH 58321	330°	TDZE	1713
W33A		Apt Elev	1718

RNAV (GPS) RWY 33

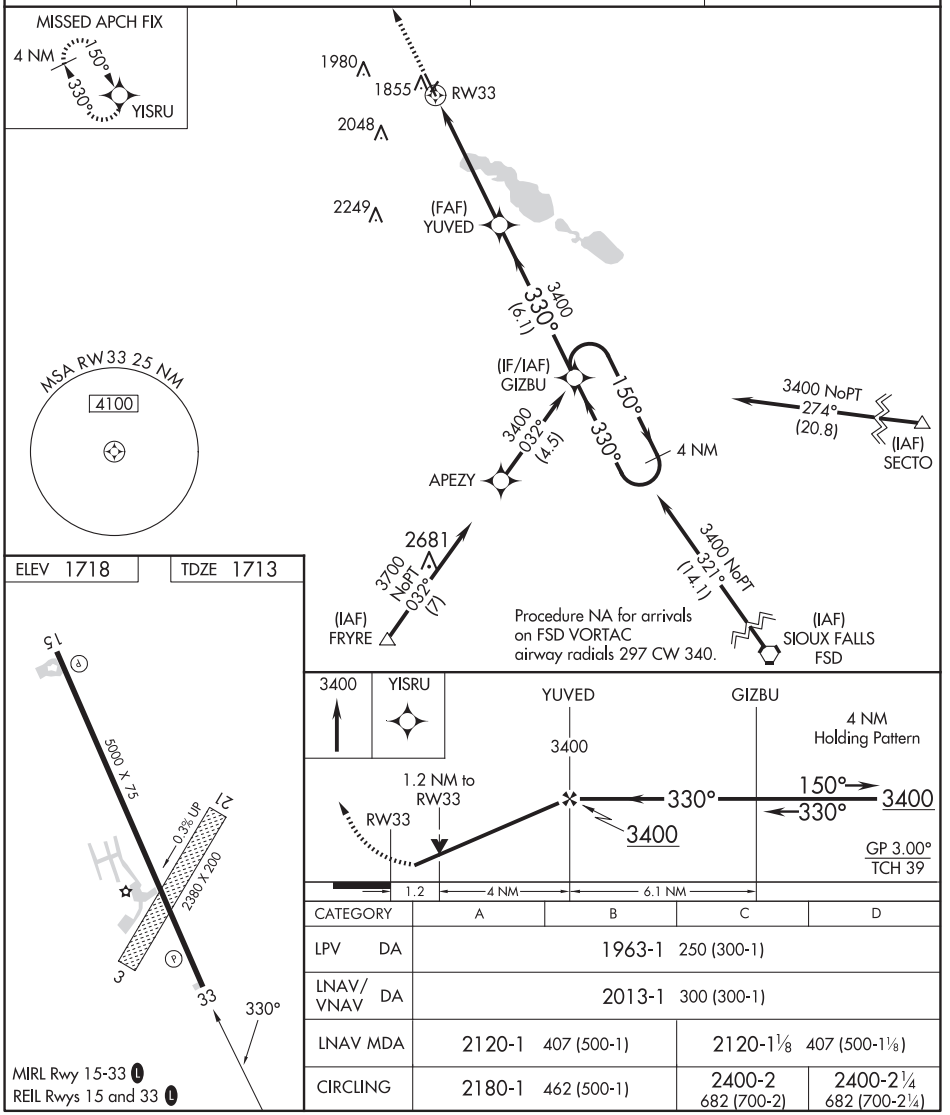
MADISON MUNI (MDS)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 33°C. Rwy 33 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Brookings altimeter setting: increase LPV DA to 2021 feet; increase LNAV/VNAV DA to 2071 feet and all visibilities ¼ SM; increase all MDAs 60 feet and visibility LNAV and Circling Cats C and D ¼ SM. Circling NA to Rwys 3 and 21. Baro-VNAV NA when using Brookings altimeter setting.

MISSED APPROACH: Climb to 3400 direct YISRU and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.35	132.05 317.4	121.725	122.8 (CTAF) L



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)		2120-1⅛ 407 (500-1⅛)	
CIRCLING	2180-1 462 (500-1)		2400-2 682 (700-2)	2400-2¼ 682 (700-2¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17
MAHNOMEN COUNTY (3N8)

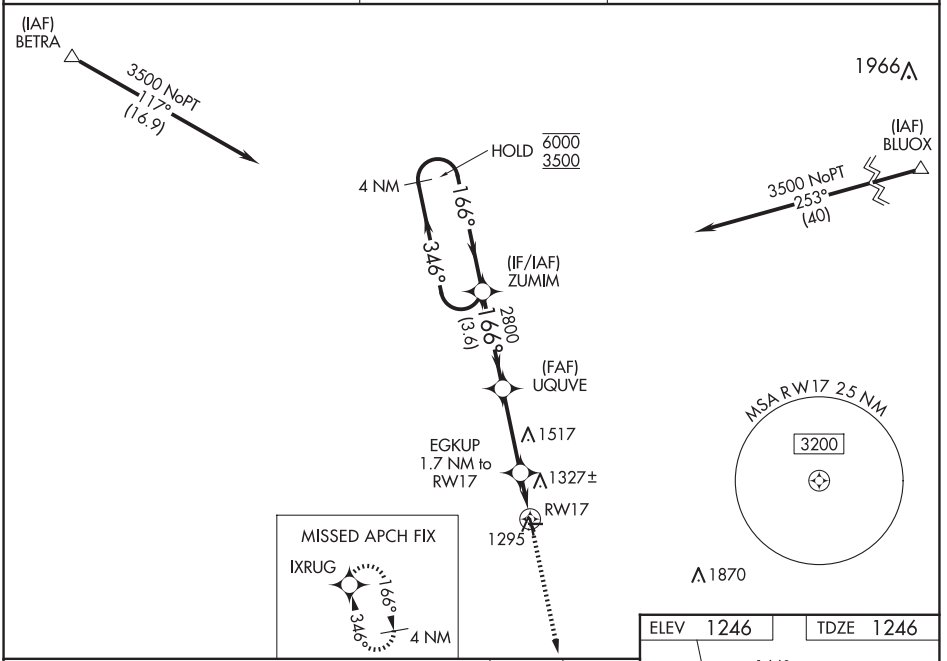
WAAS	APP CRS	Rwy Idg	3400
CH 45832	166°	TDZE	1246
W17A		Apt Elev	1246

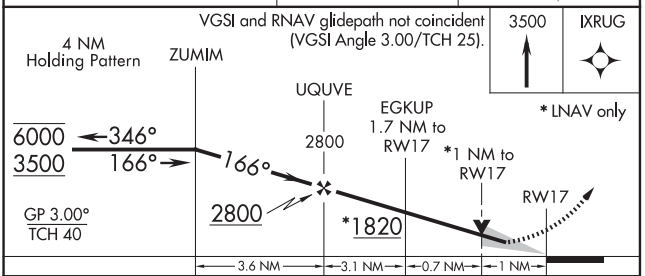
RNP APCH.

Circling NA to Rwys 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.

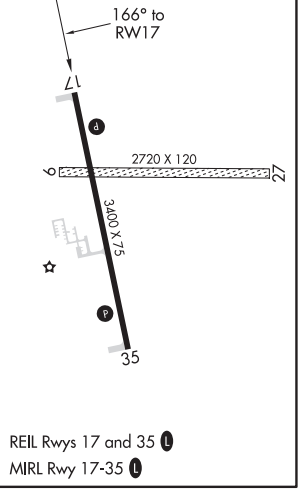
MISSED APPROACH: Climb to 3500 direct IXRUG and hold.

AWOS-3PT	MINNEAPOLIS CENTER	CTAF
121.125	127.35 278.3	122.9 L





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	
C CIRCLING	1640-1 394 (400-1)	1700-1 454 (500-1)	NA	



REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

MAHNOMEN COUNTY (3N8)

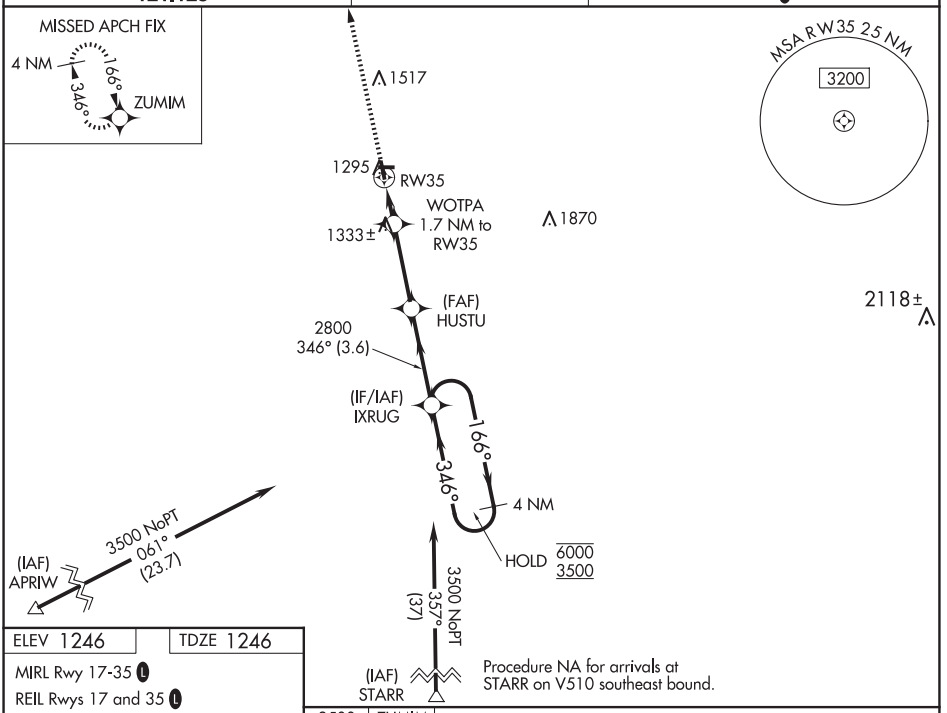
WAAS	APP CRS	Rwy Idg	3400
CH 56532	346°	TDZE	1246
W35A		Apt Elev	1246

RNP APCH.

Circling NA to Rwys 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 ZUMIM and hold.

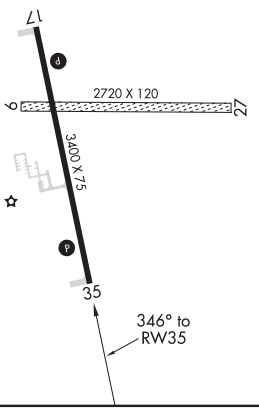
AWOS-3PT	MINNEAPOLIS CENTER	CTAF
121.125	127.35 278.3	122.9 (L)

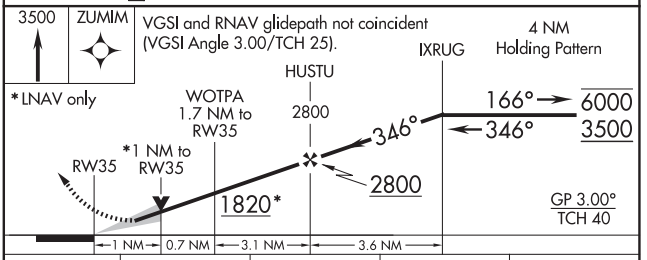


ELEV 1246 | TDZE 1246

MIRL Rwy 17-35 (L)

REIL Rwys 17 and 35 (L)





CATEGORY	A	B	C	D
LPV DA	1496-1	250 (300-1)	NA	
LNAV/VNAV DA	1496-1	250 (300-1)	NA	
LNAV MDA	1600-1	354 (400-1)	NA	
(C) CIRCLING	1640-1 394 (400-1)	1700-1 454 (500-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MANDAN, NORTH DAKOTA | AL-6759 (FAA) | 25163

WAAS	APP CRS	Rwy Ldg	4399
CH 49031	139°	TDZE	1942
W13A		Apt Elev	1944

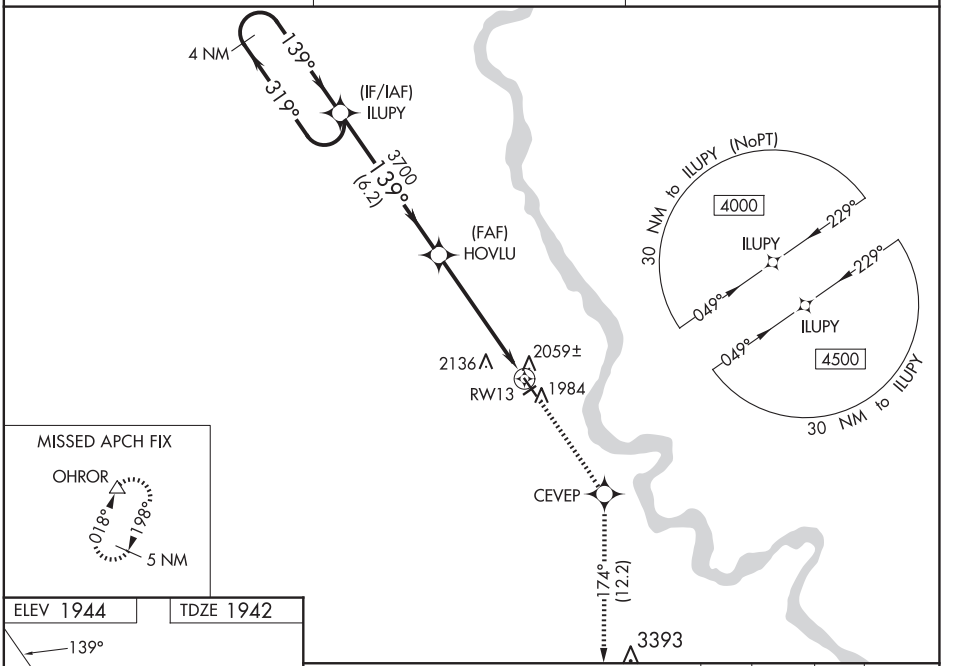
RNAV (GPS) RWY 13
MANDAN RGNL/LAWLER FLD (Y19)

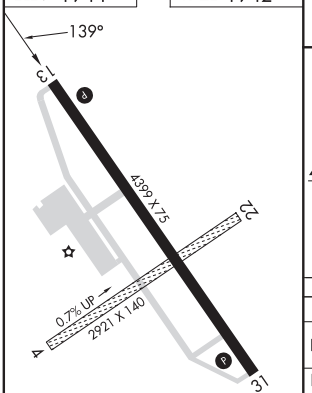
T A ASR

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 ⅛ mile, increase all MDA 60 feet and LNAV Cat C/D and Circling Cat D visibility ¼ mile. Circling to Rwys 4 and 22 NA.

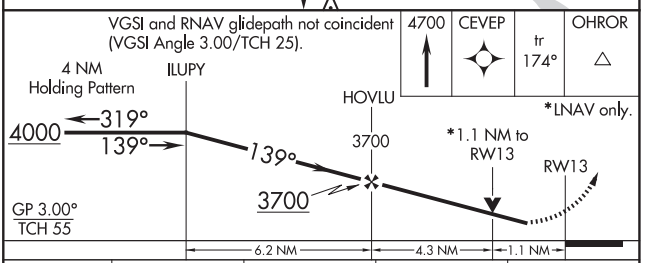
MISSED APPROACH: Climb to 4700 direct CEVEP and on track 174° to OHROR and hold.

AWOS-3	BISMARCK APP CON ★	UNICOM
118.225	126.3 298.9	122.8 (CTAF) L





REIL Rwys 13 and 31 L
MIRL Rwys 13-31 and 4-22 L



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)			
C CIRCLING	2360-1 416 (500-1)	2460-1 516 (600-1)	2460-1½ 516 (600-1½)	2560-2 616 (700-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	4399
CH 93731	319°	TDZE	1943
W31A		Apt Elev	1944

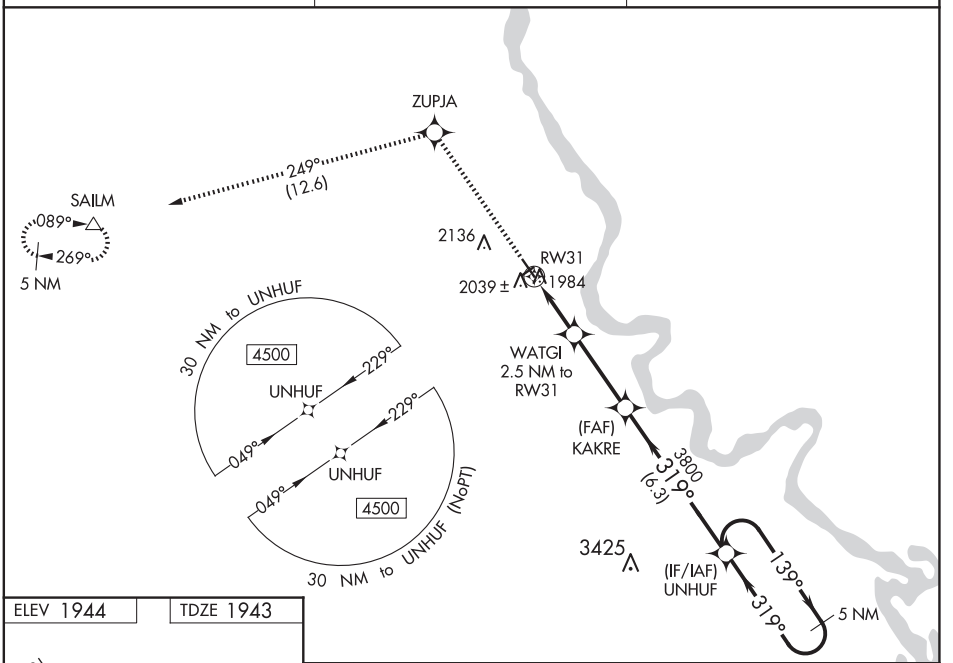
RNAV (GPS) RWY 31

MANDAN RGNL/LAWLER FLD (Y19)

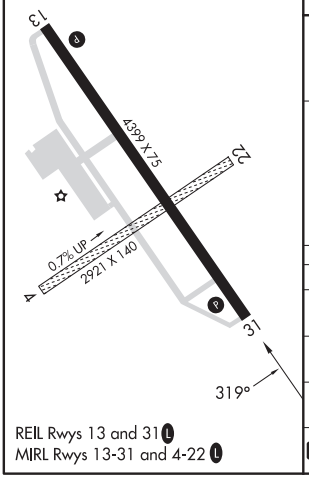
T A ASR Baro-VNAV NA when using Bismarck altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bismarck altimeter setting and increase all DA 54 feet and LNAV/VNAV all Cats visibility ⅛ mile, increase all MDA 60 feet and LNAV Cat C/D visibility ⅛ 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.

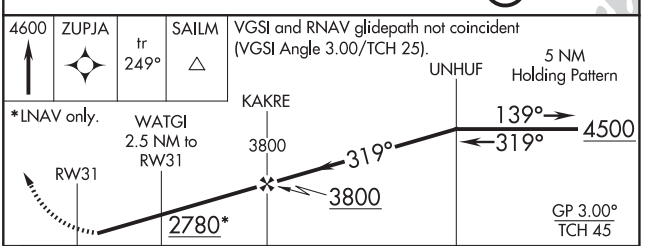
AWOS-3	BISMARCK APP CON *	UNICOM
118.225	126.3 298.9	122.8 (CTAF) L



ELEV 1944 TDZE 1943



REIL Rwys 13 and 31 L
MIRL Rwys 13-31 and 4-22 L



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)			
C CIRCLING	2360-1 416 (500-1)	2460-1 516 (600-1)	2460-1½ 516 (600-1½)	2560-2 616 (700-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MANDAN, NORTH DAKOTA | AL-6759 (FAA) | 25163

VOR-A

MANDAN RGNL/LAWLER FLD (Y19)

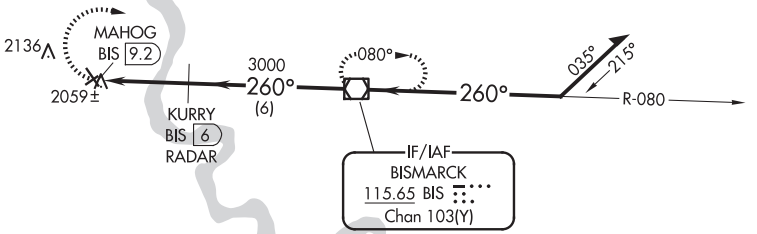
VOR/DME BIS	APP CRS	Rwy Ldg	N/A
115.65	260°	TDZE	N/A
Chan 103(Y)		Apt Elev	1944

T A 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 Rwys 4 and 22 NA.

MISSED APPROACH: Climbing right turn to 3500 direct BIS VOR/DME and hold.

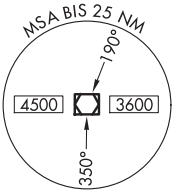
AWOS-3	BISMARCK APP CON ★	UNICOM
118.225	126.3 298.9	122.8 (CTAF) L

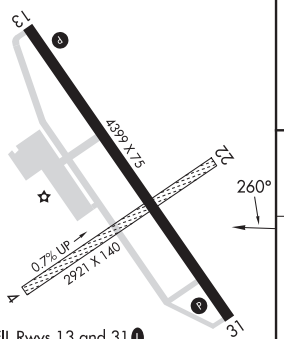
NoPT for arrival on BIS VOR/DME airway radials 029 CW 159.



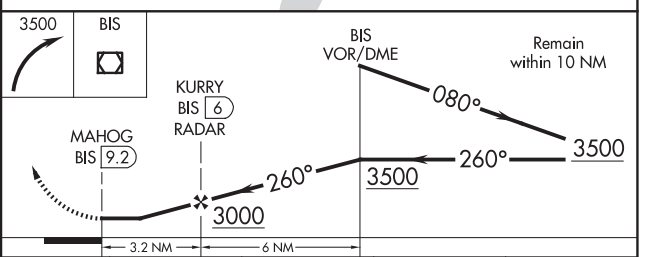
ELEV 1944

3425





REIL Rwys 13 and 31 L
MIRL Rwys 13-31 and 4-22 L



FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

CATEGORY	A	B	C	D
C CIRCLING	2360-1 416 (500-1)	2460-1 516 (600-1)	2460-1½ 516 (600-1½)	2560-2 616 (700-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS Y or LOC Y RWY 33

MANKATO RGNL (MKT)

LOC I-MKT	APP CRS	Rwy Idg	6600
108.7	335°	TDZE	1021
		Apt Elev	1021

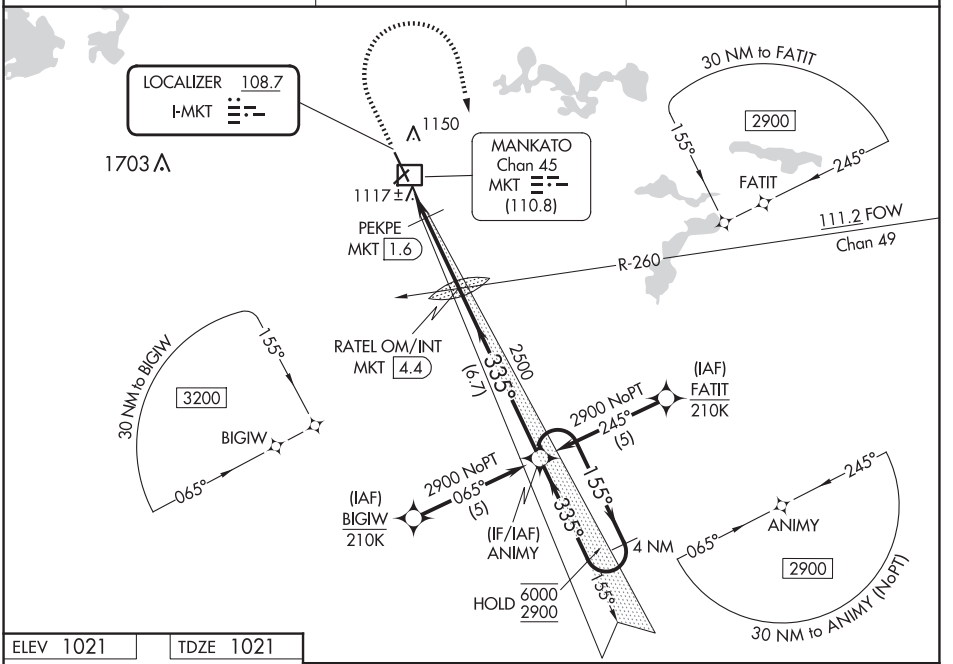
RNP APCH - GPS.

T NA *DME from MKT DME. DME use requires simultaneous reception of I-MKT and MKT DME. For inop ALS, increase PEKPE fix minimums S-LOC 33 Cats C/D visibility to 1 SM.

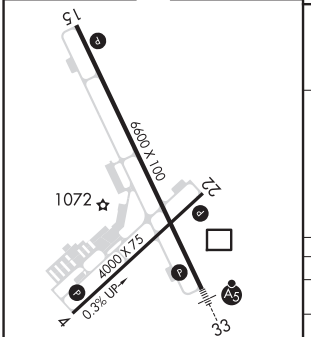
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct ANIMY and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.175	135.0 306.9	122.725 (CTAF) L

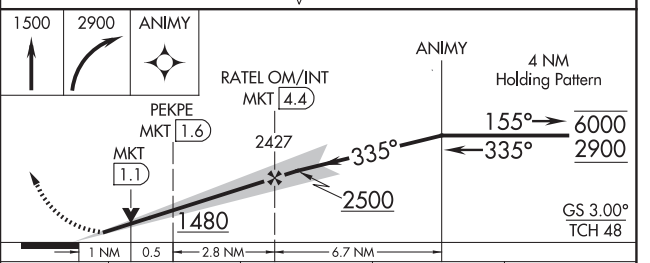


ELEV 1021	TDZE 1021



FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 33	1221-½ 200 (200-½)			
S-LOC 33	1480-½ 459 (500-½)		1480-⅞ 459 (500-⅞)	
CIRCLING	1480-1 459 (500-1)		1600-1½ 579 (600-1½)	1600-2 579 (600-2)
PEKPE FIX MINIMUMS*				
S-LOC 33	1380-½ 359 (400-½)		1380-⅝ 359 (400-⅝)	
CIRCLING	1460-1 439 (500-1)	1480-1 459 (500-1)	1600-1½ 579 (600-1½)	1600-2 579 (600-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MANKATO, MINNESOTA | AL-5755 (FAA) | 23334

APP CRS	Rwy Idg	4000
047°	TDZE	1018
	Apt Elev	1021

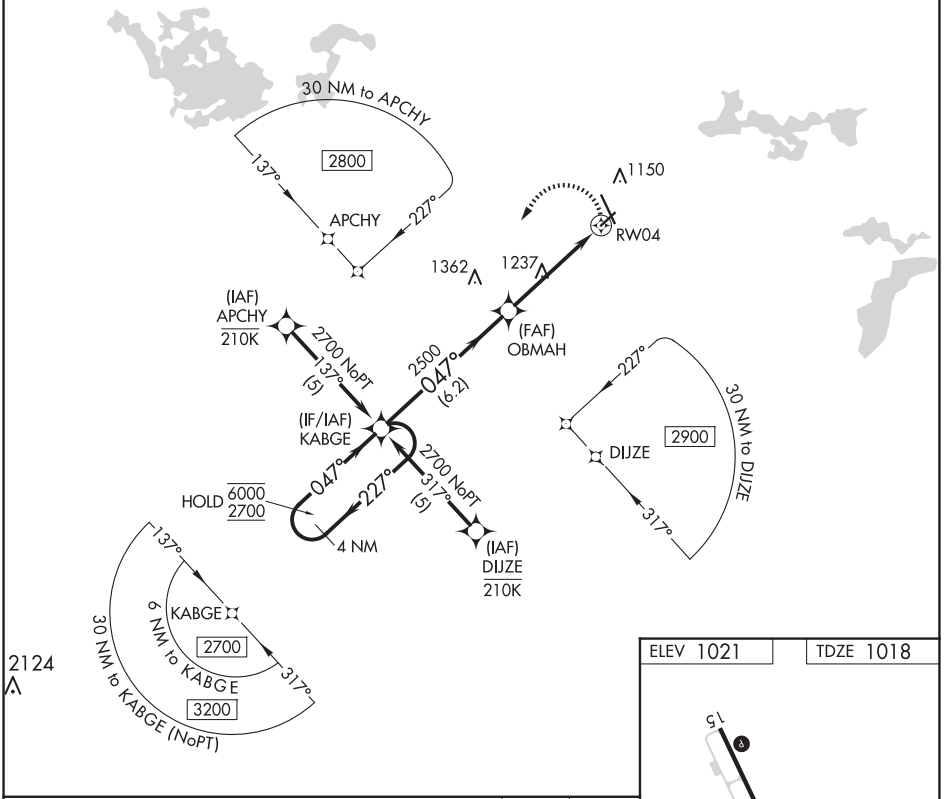
RNAV (GPS) RWY 4

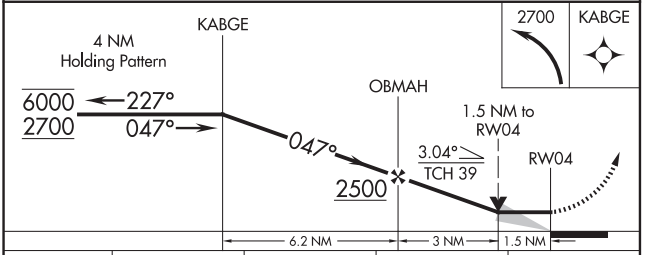
MANKATO RGNL (MKT)

RNP APCH - GPS.

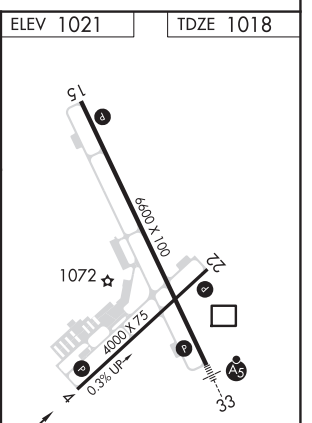
MISSED APPROACH: Climbing left turn to 2700 direct KABGE and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.175	135.0 306.9	122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1540-1	522 (600-1)	1540-1½ 522 (600-1½)	NA
CIRCLING	1540-1	519 (600-1)	1600-1½ 579 (600-1½)	NA



MANKATO, MINNESOTA
Amdt 1 30NOV23

44°13'N-93°55'W

MANKATO RGNL (MKT)

RNAV (GPS) RWY 4

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45615 W15A	APP CRS 155°	Rwy Idg 6600 TDZE 1020 Apt Elev 1021

RNAV (GPS) RWY 15

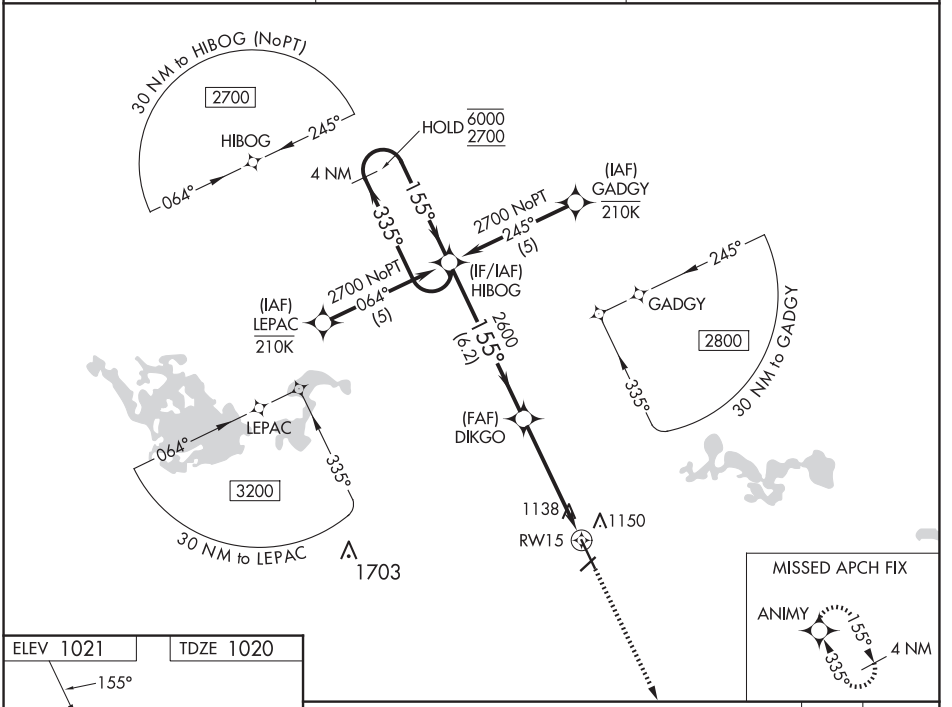
MANKATO RGNL (MKT)

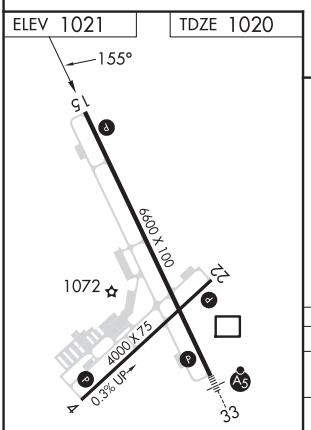
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 15 helicopter visibility reduction below 1 SM NA.

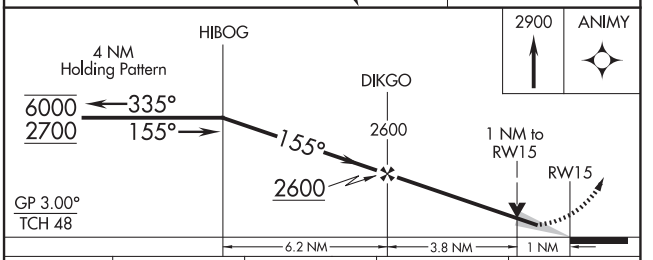
MISSED APPROACH: Climb to 2900 direct ANIMY and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.175	135.0 306.9	122.725 (CTAF) L





MIRL Rwy 4-22 L
HIRL Rwy 15-33 L
REIL Rwys 4, 15 and 22 L



CATEGORY	A	B	C	D
LPV DA	1270-1 250 (300-1)			
LNAV/VNAV DA	1299-1 279 (300-1)			
LNAV MDA	1400-1 380 (400-1)			
CIRCLING	1460-1 439 (500-1)	1480-1 459 (500-1)	1600-1½ 579 (600-1½)	1600-2 579 (600-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 22

MANKATO RGNL (MKT)

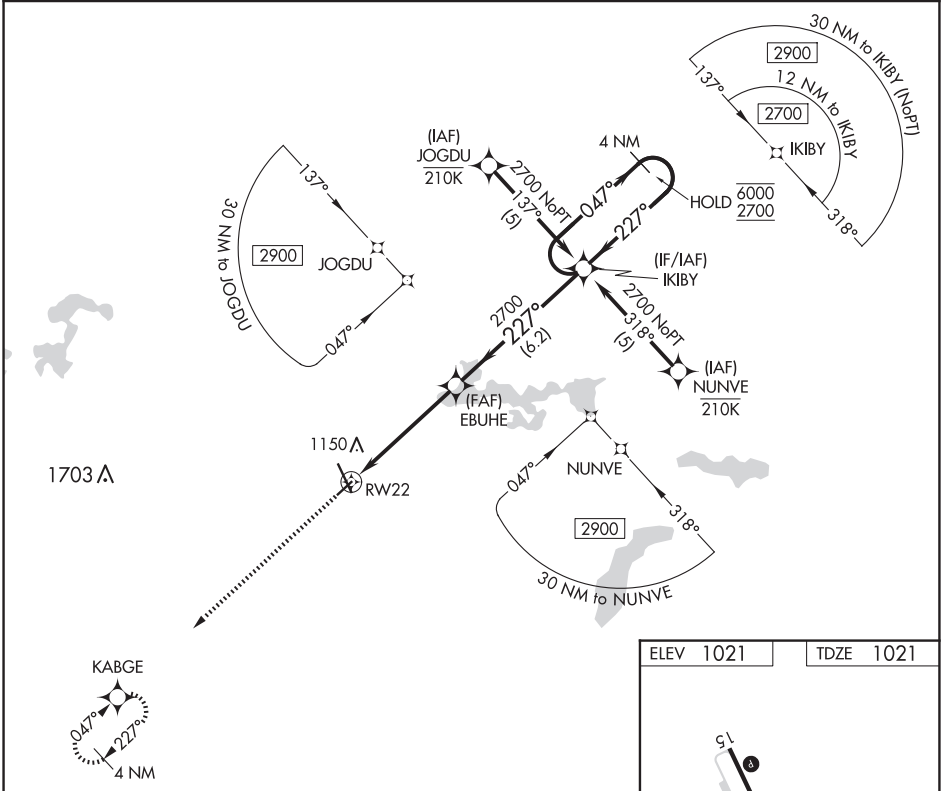
APP CRS	Rwy Idg	4000
227°	TDZE	1021
	Apt Elev	1021

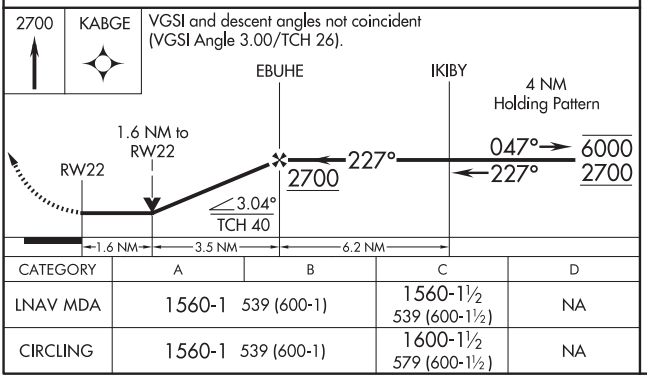
RNP APCH - GPS.

Rwy 22 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2700 direct KABGE and hold.

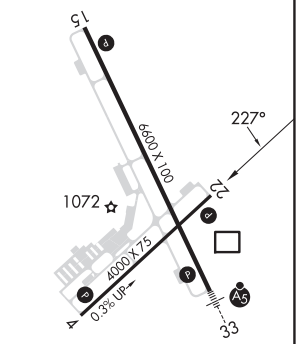
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.175	135.0 306.9	122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1560-1 539 (600-1)		1560-1½ 539 (600-1½)	NA
CIRCLING	1560-1 539 (600-1)		1600-1½ 579 (600-1½)	NA

ELEV 1021 TDZE 1021



MIRL Rwy 4-22 L
HIRL Rwy 15-33 L
REIL Rwys 4, 15 and 22 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 33

MANKATO RGNL (MKT)

WAAS	APP CRS	Rwy Idg	6600
CH 86315	335°	TDZE	1021
W33A		Apt Elev	1021

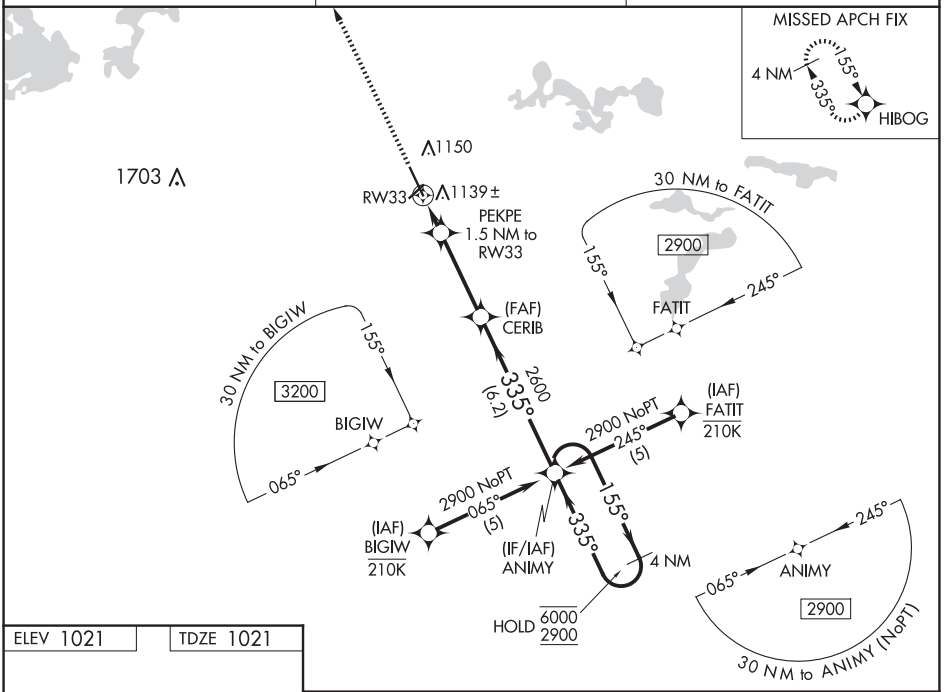
RNP APCH - GPS.

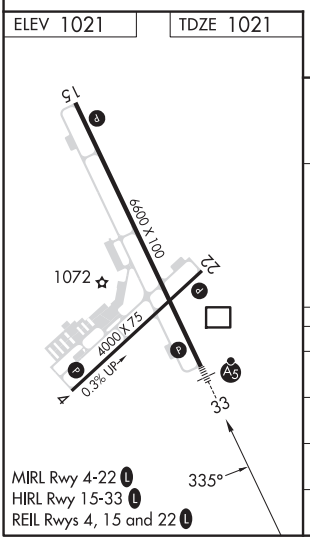
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM and LNAV Cats C and D visibility to 1 SM.

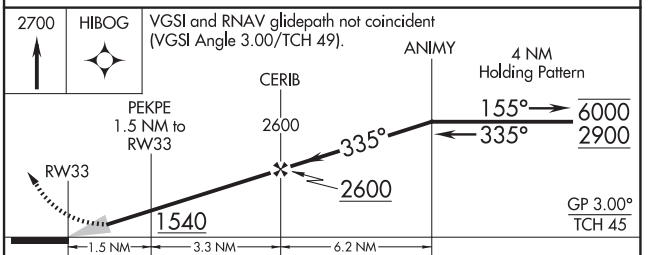
MALSR

MISSED APPROACH: Climb to 2700 direct HIBOG and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.175	135.0 306.9	122.725 (CTAF) L







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)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

COPTER ILS Z or LOC Z RWY 33

MANKATO RGNL (MKT)

LOC I-MKT	APP CRS	Rwy Idg	6600
108.7	335°	TDZE	1021
		Apt Elev	1021

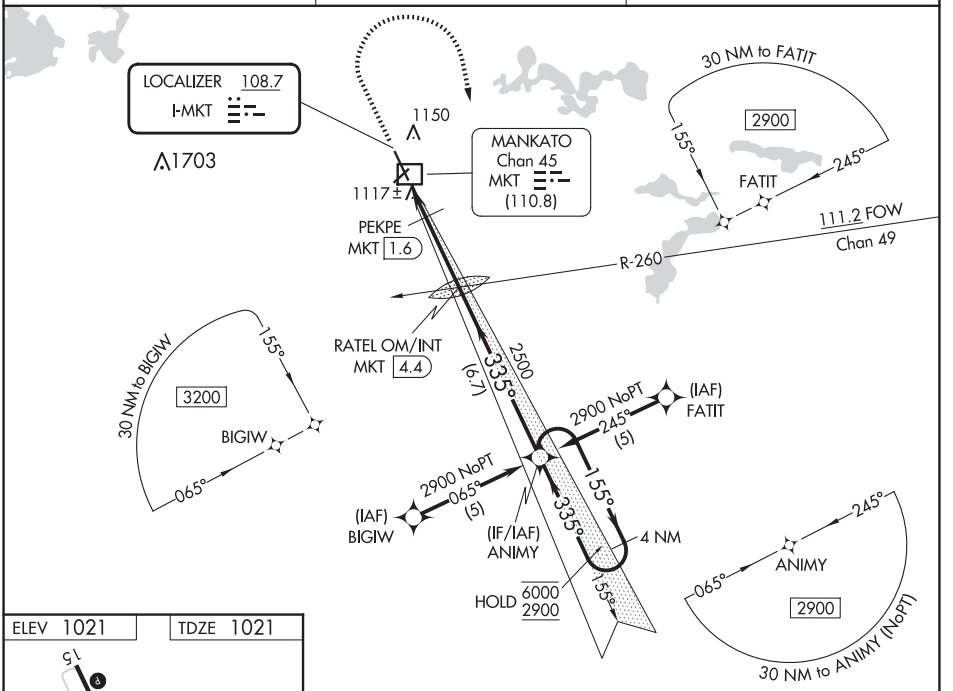
RNP APCH - GPS.

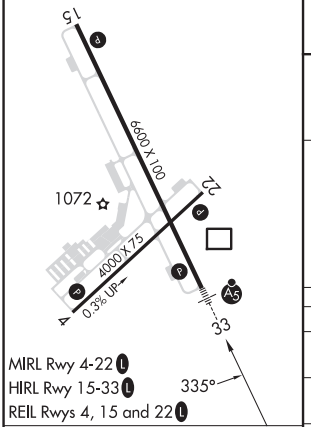
T NA DME from MKT DME. DME use requires simultaneous reception of I-MKT and MKT DME. For inop ALS, increase H-ILS 33 visibility to ⅜ SM, H-LOC 33 to ½ SM, and PEKPE fix minimums H-LOC 33 to ½ SM. * DME from MKT DME.

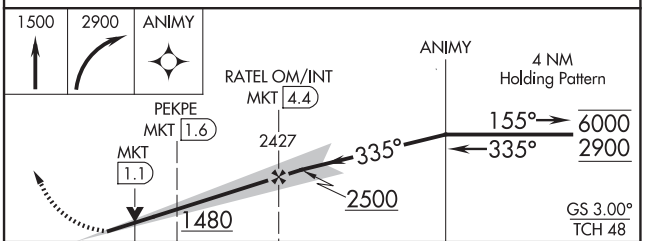
MALSR A5

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct ANIMY and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.175	135.0 306.9	122.725 (CTAF) L





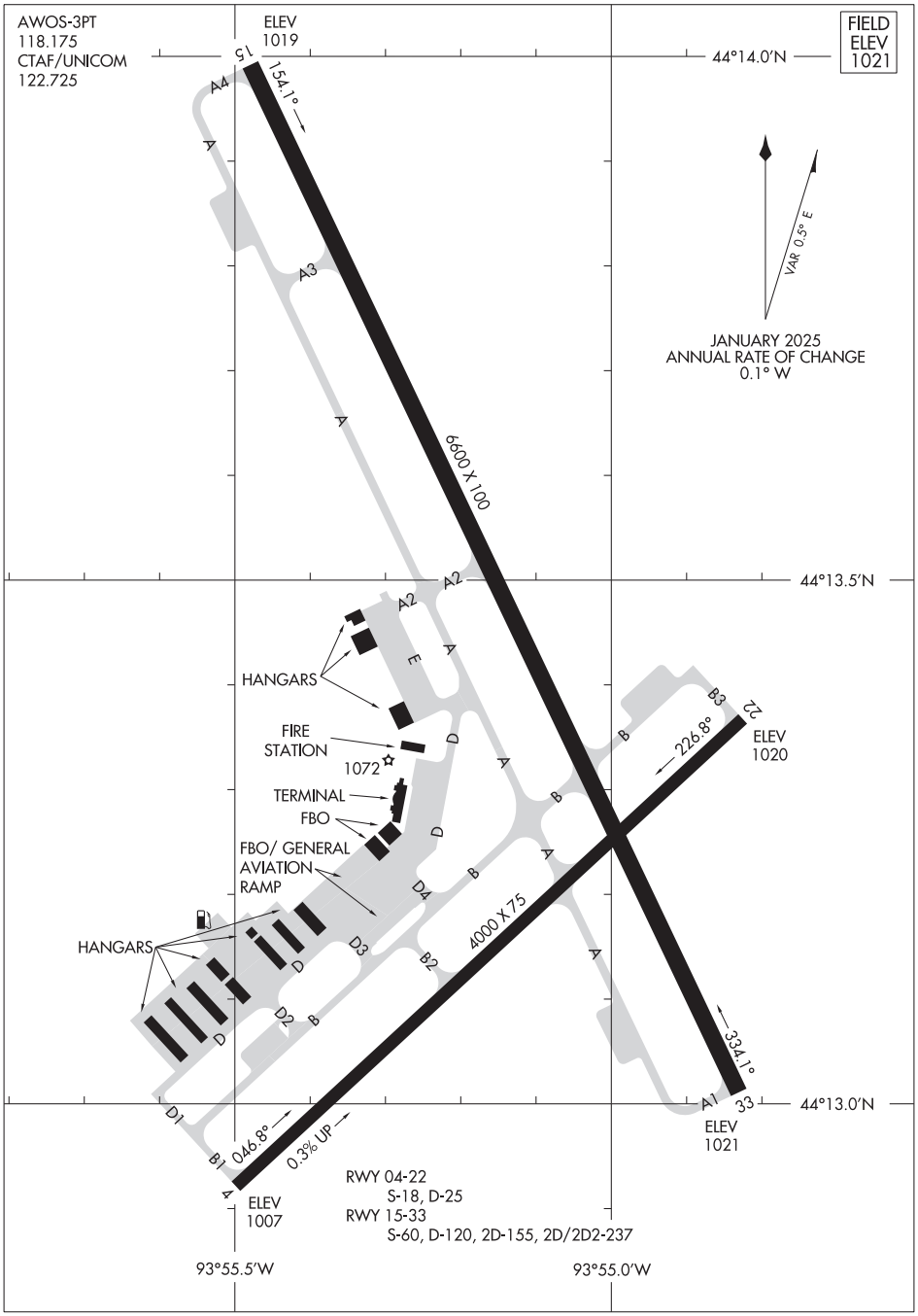


FAF to MAP 4.3 NM

Knots	45	60	75	90	105
Min:Sec	5:44	4:18	3:26	2:52	2:27

CATEGORY	COPTER
H-ILS 33	1221-¼ 200 (200-¼)
H-LOC 33	1480-¼ 459 (500-¼)
PEPKE FIX MINIMUMS*	
H-LOC 33	1380-¼ 359 (400-¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MAPLE LAKE, MINNESOTA | AL-6585 (FAA) | 24025

APP CRS	Rwy Idg	N/A
245°	TDZE	N/A
	Apt Elev	1028

RNAV (GPS)-A

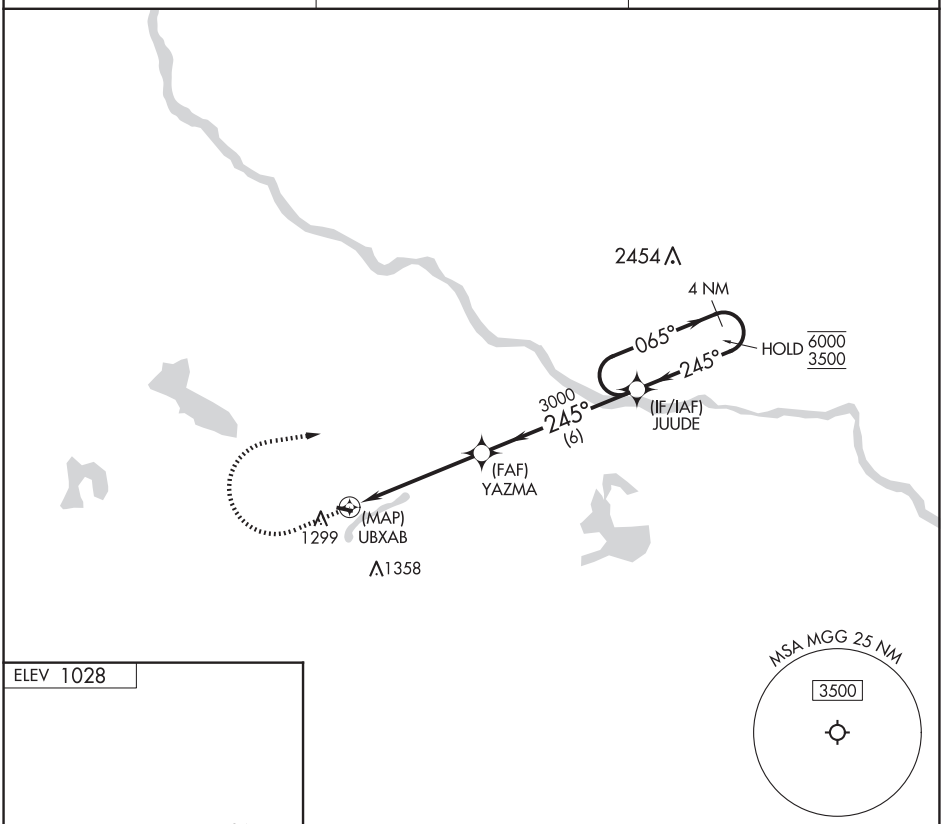
MAPLE LAKE MUNI-BILL MAVENCAMP SR FLD (MGG)

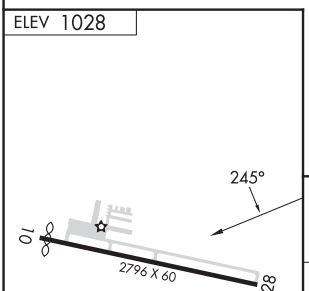
RNP APCH - GPS.

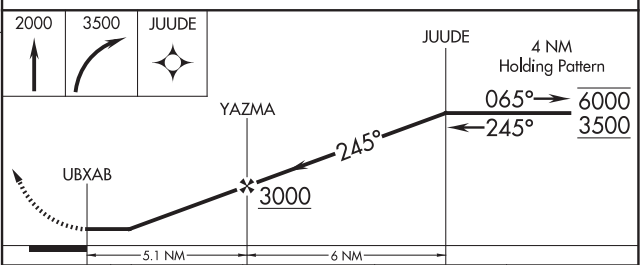
⚠ Procedure NA at night. Rwy 10 and 28 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Buffalo altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 direct JUUDE and hold.

AWOS-3	MINNEAPOLIS APP CON	UNICOM
128.325	126.5 335.65	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1660-1	632 (700-1)	1720-2	NA
			692 (700-2)	

LIRL Rwy 10-28

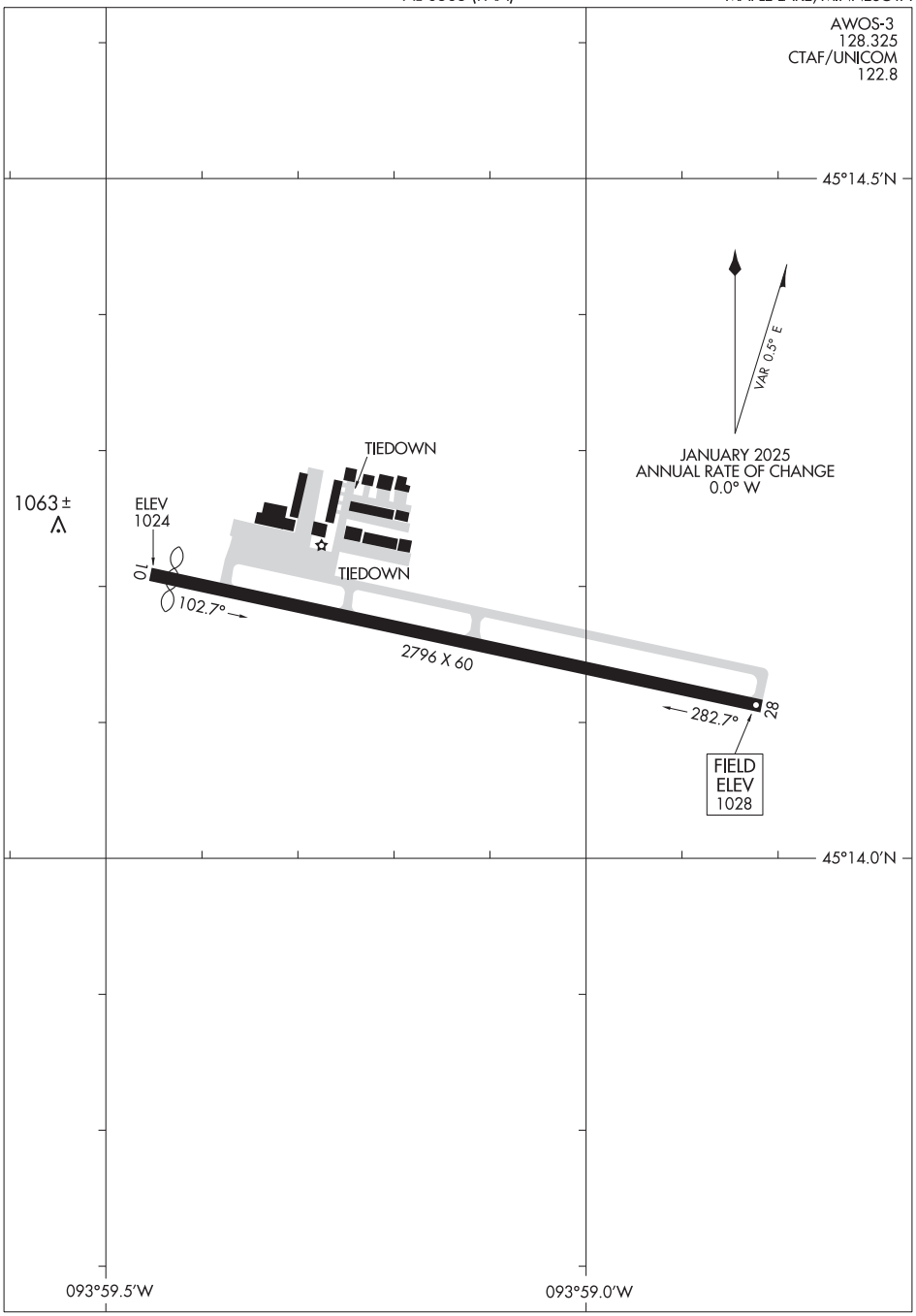
MAPLE LAKE, MINNESOTA
Orig 25JAN24

MAPLE LAKE MUNI-BILL MAVENCAMP SR FLD (MGG)
45°14′N-93°59′W

RNAV (GPS)-A

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025



NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 12

SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FLD (MML)

LOC I-GBY	APP CRS	Rwy Idg	7221
109.7	125°	TDZE	1183
		Apt Elev	1183

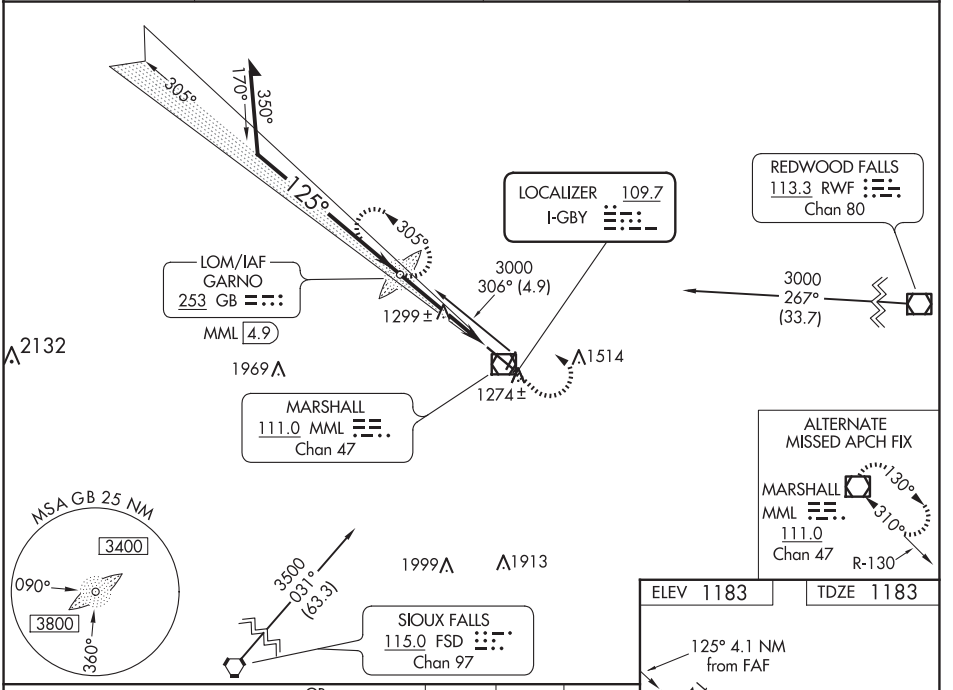
ADF or DME required.

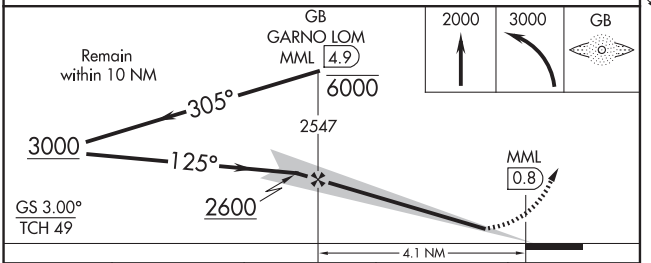
T NA When local altimeter setting not received, use Tracy Muni altimeter setting and increase ILS DA to 1441 feet and all MDA 60 feet, S-LOC Cat C/D visibility ⅛ SM and Circling visibility Cat C/D ¼ SM. Inop table does not apply. For inop ALS increase S-LOC 12 all Cats visibility to 1 SM. Inop table 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.

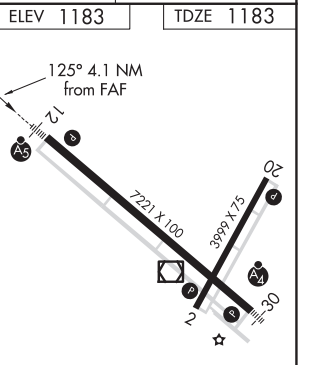
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct GARNO LOM/ MML 4.9 DME and hold.

AWOS-3PT	MINNEAPOLIS CENTER	GCO	UNICOM
120.150	127.1 290.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 12	1383-½ 200 (200-½)			
S-LOC 12	1560-½ 377 (400-½)		1560-⅝ 377 (400-⅝)	
CIRCLING	1640-1 457 (500-1)		1820-1¾ 637 (700-1¾)	1840-2 657 (700-2)

HIRL Rwy 12-30 L
REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 12

SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FLD (MML)

WAAS CH 82106 W12A	APP CRS 125°	Rwy Idg 7221 TDZE 1183 Apt Elev 1183

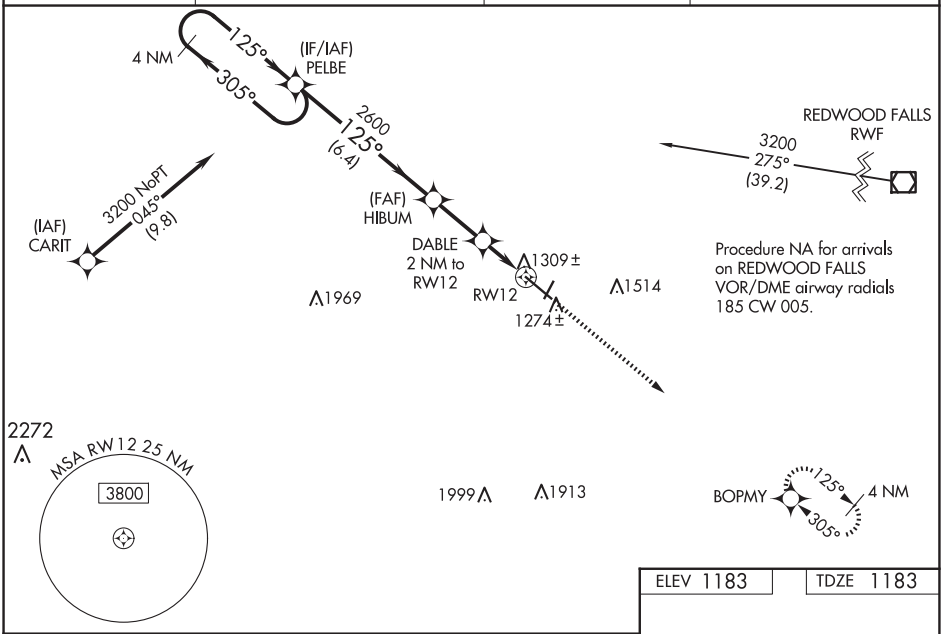
RNP APCH-GPS.

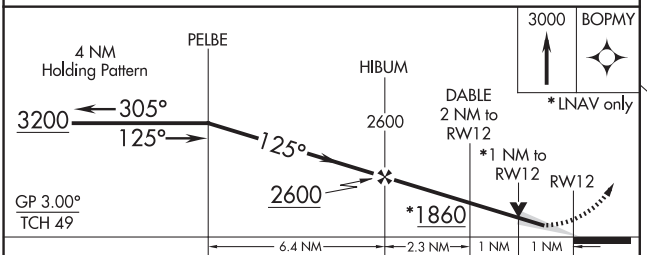
Baro-VNAV and VDP NA when using Tracy Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 36°C. When local altimeter setting not received, use Tracy Muni altimeter setting and increase LPV DA to 1441 feet; LNAV/VNAV DA to 1548 and all Cats visibilities ⅛ SM; increase all MDA 60 feet, LNAV visibility Cat C/D ⅛ SM and Circling visibility Cat C/D ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ 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.

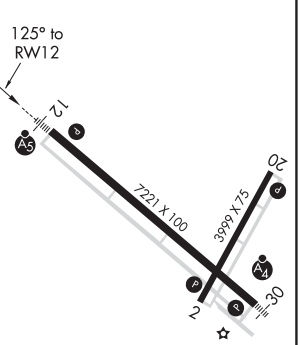
AWOS-3PT	MINNEAPOLIS CENTER	GCO	UNICOM
120.150	127.1 290.2	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1383-½ 200 (200-½)			
LNAV/VNAV DA	1490-½ 307 (400-½)			
LNAV MDA	1560-½ 377 (400-½)		1560-⅝ 377 (400-⅝)	
CIRCLING	1640-1 457 (500-1)		1820-1¾ 637 (700-1¾)	1840-2 657 (700-2)

ELEV 1183 TDZE 1183



HIRL Rwy 12-30 L
REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	7221
CH 86321	305°	TDZE	1179
W30A		Apt Elev	1183

RNAV (GPS) RWY 30

SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FLD (MML)

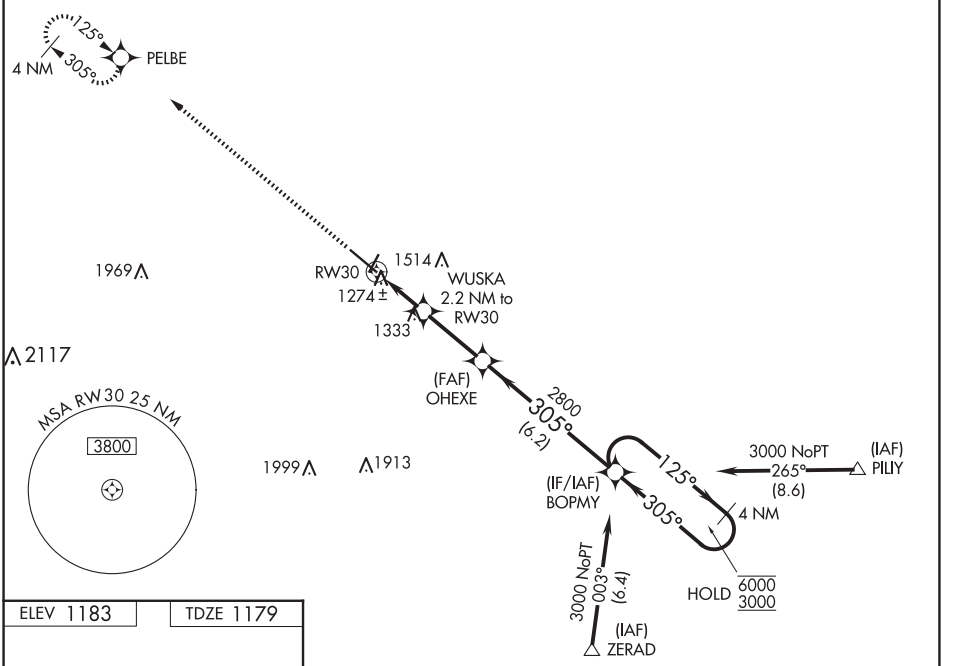
RNP APCH - GPS

T A Rwy 30 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all Cats. 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 ⅞ SM.

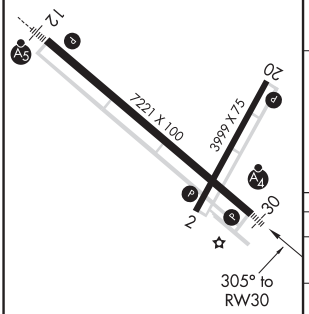
MALSF

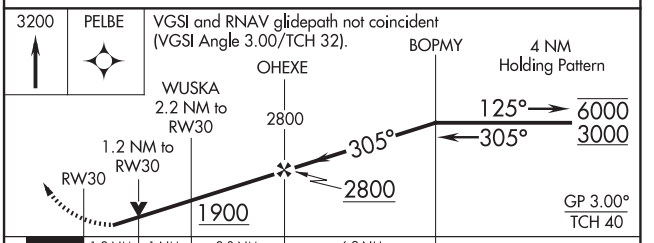
MISSED APPROACH: Climb to 3200 direct PELBE and hold.

AWOS-3PT	MINNEAPOLIS CENTER	GCO	UNICOM
120.150	127.1 290.2	121.725	122.8 (CTAF) L



ELEV 1183 TDZE 1179





CATEGORY	A	B	C	D
LPV DA	1429-¾ 250 (300-¾)			
LNAV/VNAV DA	1464-¾ 285 (300-¾)			
LNAV MDA	1600-¾ 421 (500-¾)		1600-1 421 (500-1)	
C CIRCLING	1640-1 457 (500-1)		1820-1¾ 637 (700-1¾)	1840-2 657 (700-2)

HIRL Rwy 12-30 L
REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

VOR RWY 12

SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FLD (MML)

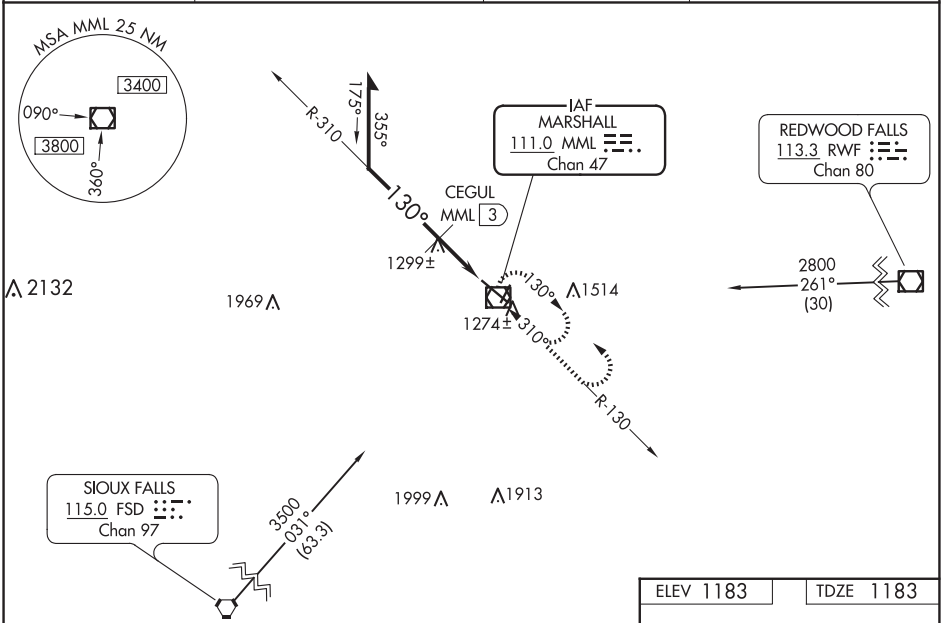
VOR/DME MML	APP CRS	Rwy Idg	7221
111.0	130°	TDZE	1183
Chan 47		Apt Elev	1183

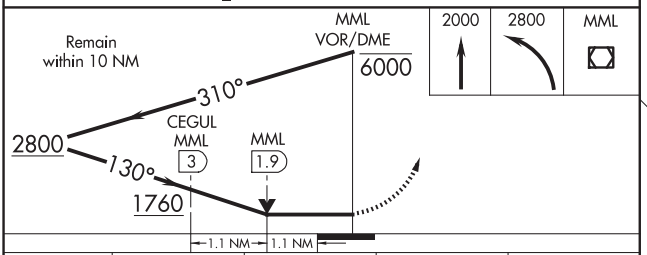
T NA — For inop ALS, increase S-12 Cat C/D visibilities to 1⅝ SM, CEGUL fix minimums: S-12 Cat C/D visibility to 1 SM. For inop ALS when using Tracy altimeter setting increase S-12 Cat C/D visibilities to 1¾ SM. When local altimeter setting not received, use Tracy Muni altimeter setting and increase all MDAs 60 feet, S-12 Cat C/D visibility ⅛; Circling Cat C/D visibility ¼ SM; CEGUL fix minimums: increase Circling C/D visibility ¼ SM. VDP NA when using Tracy Muni altimeter setting.

MALSR (AS)

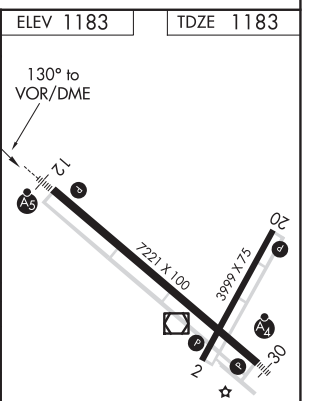
MISSED APPROACH: Climb to 2000, then climbing left turn to 2800 direct MML VOR/DME and hold.

AWOS-3PT	MINNEAPOLIS CENTER	GCO	UNICOM
120.150	127.1 290.2	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-12	1760-½ 577 (600-½)		1760-1¼ 577 (600-1¼)	
CIRCLING	1760-1 577 (600-1)		1820-1¾ 637 (700-1¾)	1840-2 657 (700-2)
CEGUL FIX MINIMUMS				
S-12	1560-½ 377 (400-½)		1560-¾ 377 (400-¾)	
CIRCLING	1640-1 457 (500-1)		1820-1¾ 637 (700-1¾)	1840-2 657 (700-2)



HIRL Rwy 12-30 L
REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

MARTIN MUNI (9V6)

WAAS	APP CRS	Rwy Idg	3699
CH 77540	320°	TDZE	3294
W32A		Apt Elev	3295

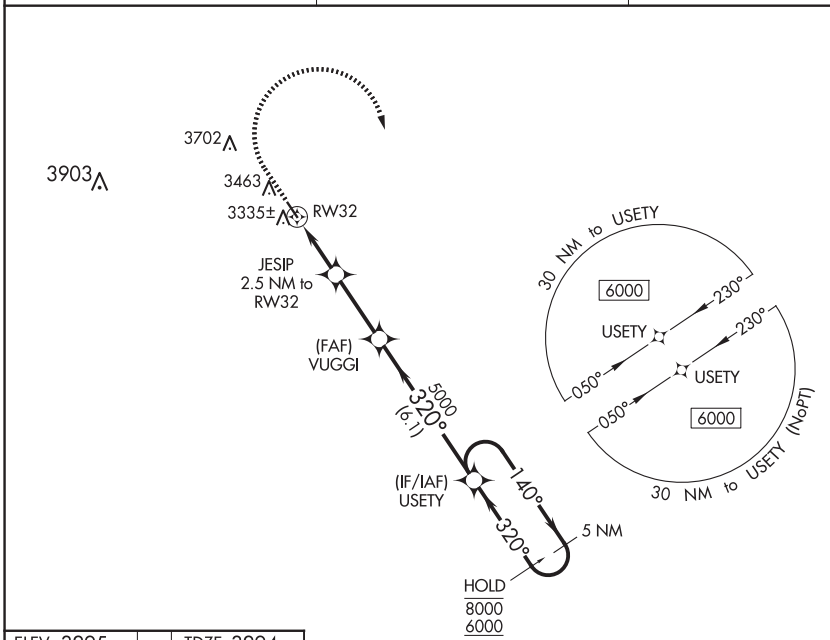
RNP APCH.

T

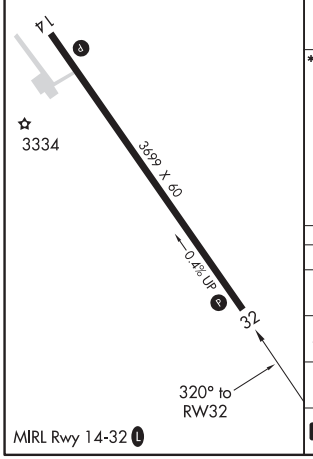
NA

MISSED APPROACH: Climb to 3800 then climbing right turn to 6000 direct USETY and hold.

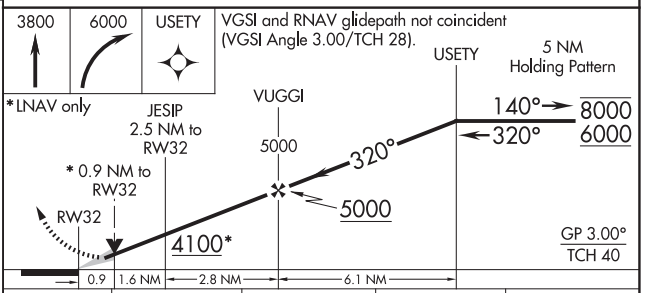
AWOS-2	DENVER CENTER	CTAF
123.0	127.95 338.2	122.9 L



ELEV 3295 TDZE 3294



MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	3544-1 250 (300-1)			NA
LNAV/VNAV DA	3544-1 250 (300-1)			NA
LNAV MDA	3600-1 306 (400-1)			NA
C CIRCLING	3780-1 485 (500-1)	3820-1 525 (600-1)	4060-2½ 765 (800-2½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 14

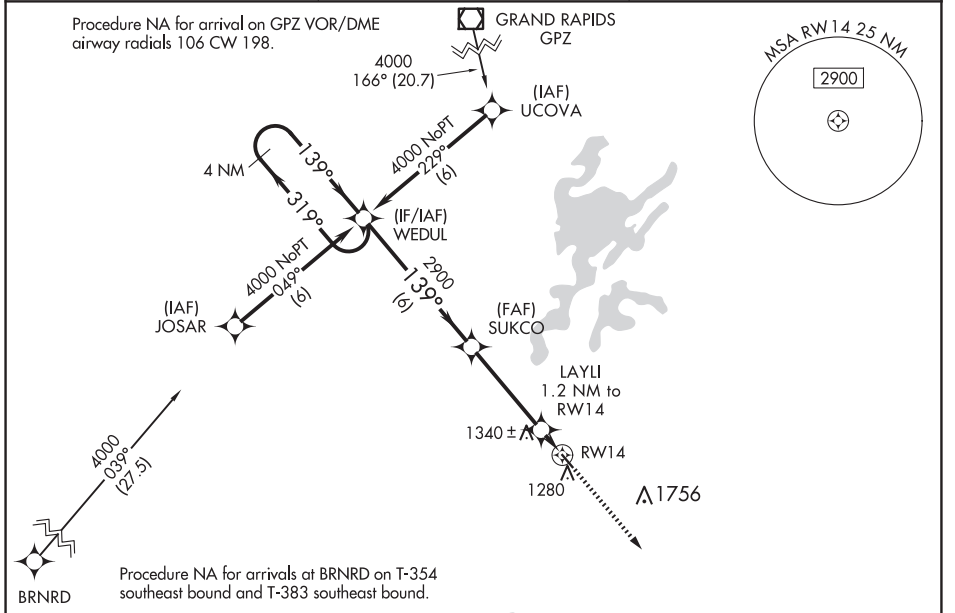
ISEDOR IVERSON (HZX)

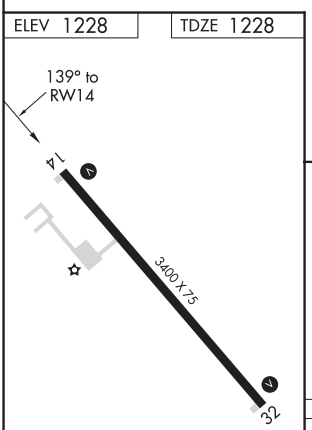
APP CRS	Rwy Idg	3400
139°	TDZE	1228
	Apt Elev	1228

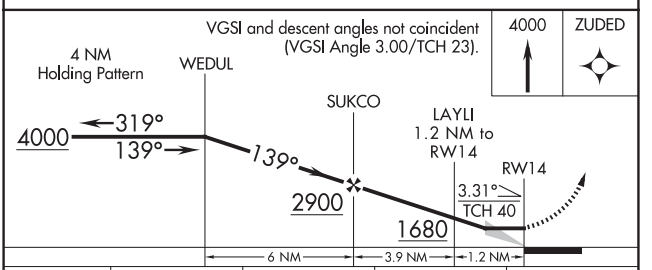
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Aitkin altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct ZUDED and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
119.575	127.9 281.45	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1600-1 372 (400-1)		NA	
(C) CIRCLING	1660-1 432 (500-1)	1700-1 472 (500-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MC GREGOR, MINNESOTA

AL-9495 (FAA)

21056

RNAV (GPS) RWY 32

ISEDOR IVERSON (HZX)

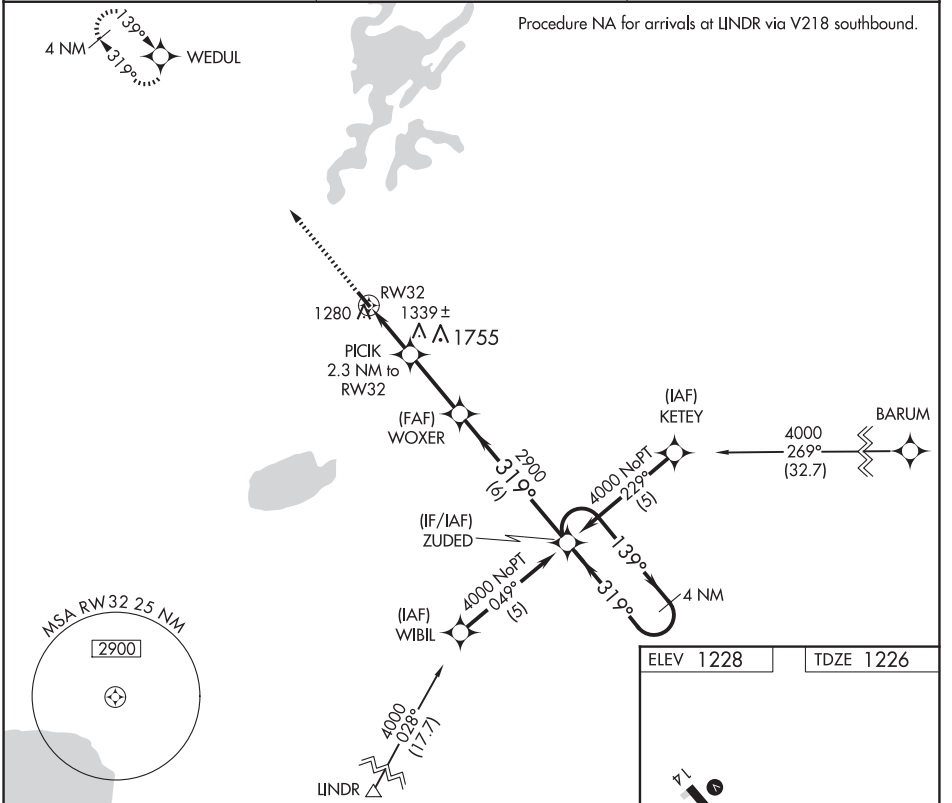
APP CRS	Rwy Idg	3400
319°	TDZE	1226
	Apt Elev	1228

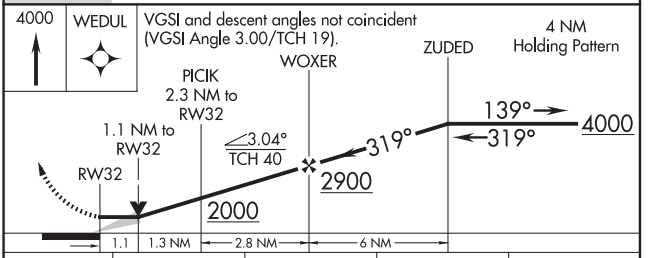
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Aitkin altimeter setting and increase all MDAs 40 feet.
VDP NA when using Aitkin altimeter setting.

MISSED APPROACH: Climb to 4000 direct WEDUL and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
119.575	127.9 281.45	122.9 (L)

Procedure NA for arrivals at LINDR via V218 southbound.





CATEGORY	A	B	C	D
LNAV MDA	1600-1 374 (400-1)		NA	
C CIRCLING	1660-1 432 (500-1)	1700-1 472 (500-1)	NA	

MIRL Rwy 14-32 (L)

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

MILBANK MUNI (1D1)

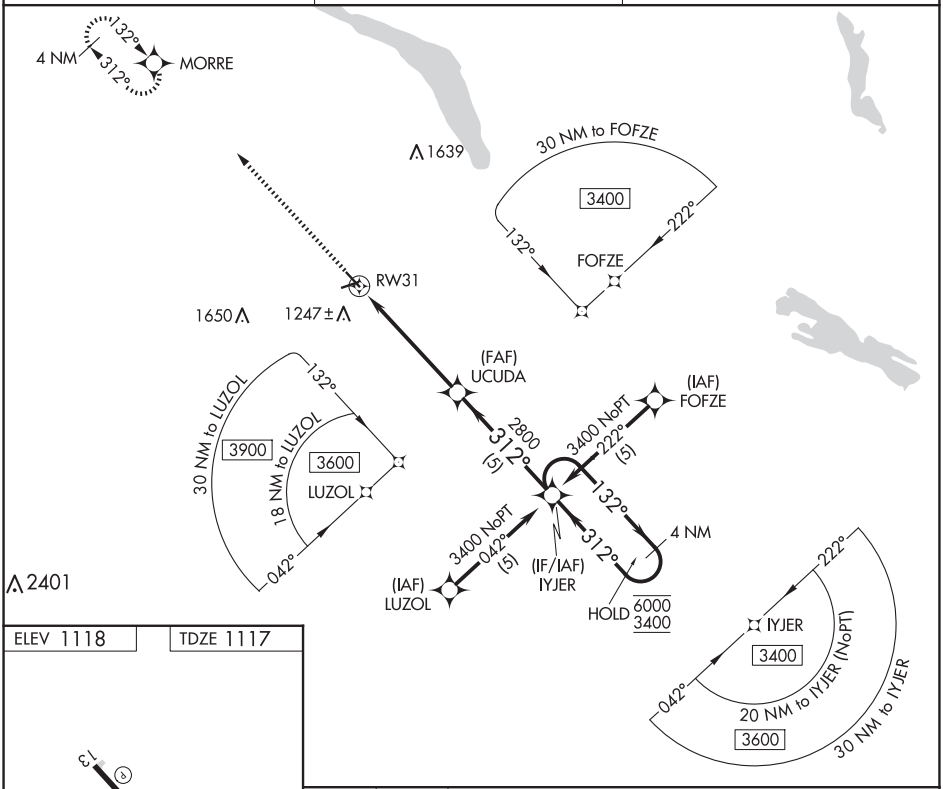
APP CRS	Rwy Idg	4000
312°	TDZE	1117
	Apt Elev	1118

RNP APCH - GPS.

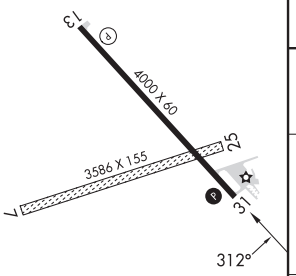
Rwy 31 helicopter visibility reduction below ¾ SM NA. Circling Rwy 7, 25 NA. When local altimeter setting not received, use Ortonville altimeter setting and increase all MDAs 20 feet. VDP NA when using Ortonville Muni/Martinson Fld altimeter setting.

MISSED APPROACH: Climb to 3400 direct MORRE and hold.

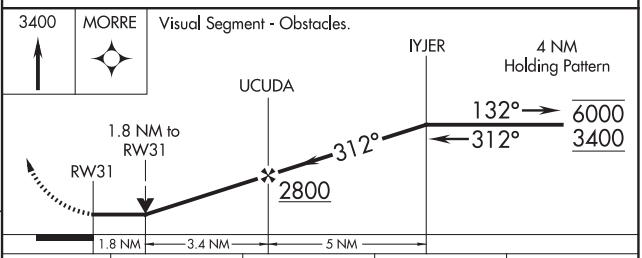
AWOS-3P	MINNEAPOLIS CENTER	AUNICOM
118.9	128.5 306.2	122.8 (CTAF)



ELEV 1118 TDZE 1117



MIRL Rwy 13-31



CATEGORY	A	B	C	D
LNAV MDA	1720-1	603 (700-1)	NA	
C CIRCLING	1720-1	602 (700-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MILLER, SOUTH DAKOTA | AL-6698 (FAA) | 21168

RNAV (GPS) RWY 15

MILLER MUNI (MKA)

WAAS	APP CRS	Rwy Idg	3601
CH 50322	151°	TDZE	1569
W15A		Apt Elev	1570

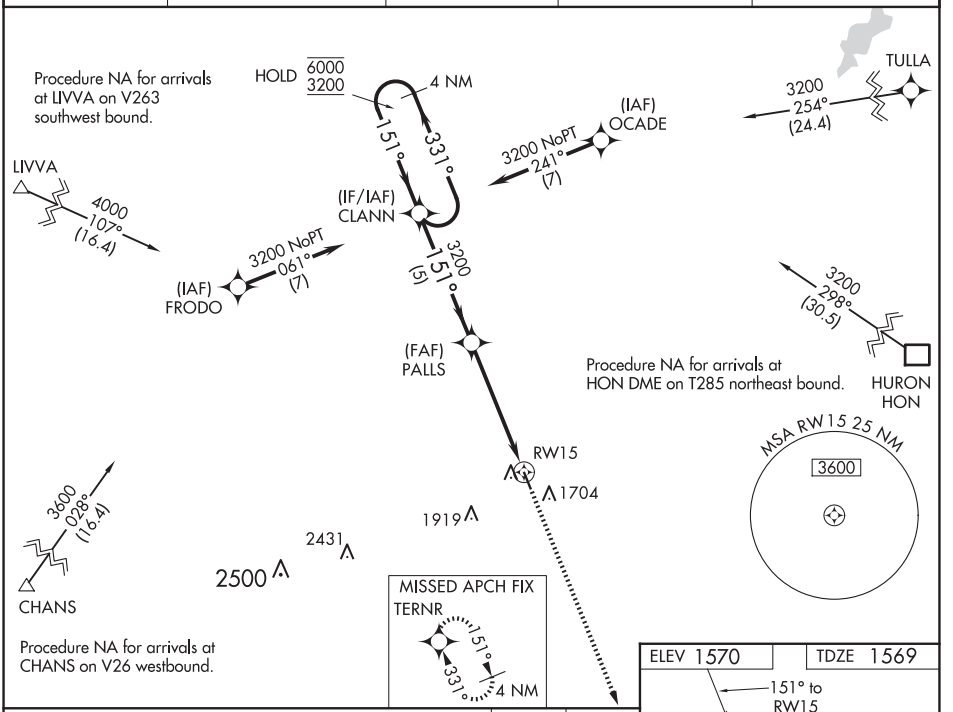
RNP APCH.

Baro-VNAV NA. Use Huron altimeter setting.

NA

MISSED APPROACH: Climb to 3700 direct TERNR and hold.

HON ASOS	MINNEAPOLIS CENTER	CTAF	GCO	
118.125	125.1 269.1	122.9	121.725	122.8 L



CATEGORY	A	B	C	D
LPV DA	1883-1	314 (400-1)	NA	
LNAV/VNAV DA	1964-1⅜	395 (400-1⅜)	NA	
LNAV MDA	2100-1	531 (600-1)	NA	
CIRCLING	2180-1 610 (700-1)	2220-1 650 (700-1)	NA	

MILLER, SOUTH DAKOTA
Amdt 1B 25FEB21

44°32′N-98°57′W

MILLER MUNI (MKA)
RNAV (GPS) RWY 15

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 33

MILLER MUNI (MKA)

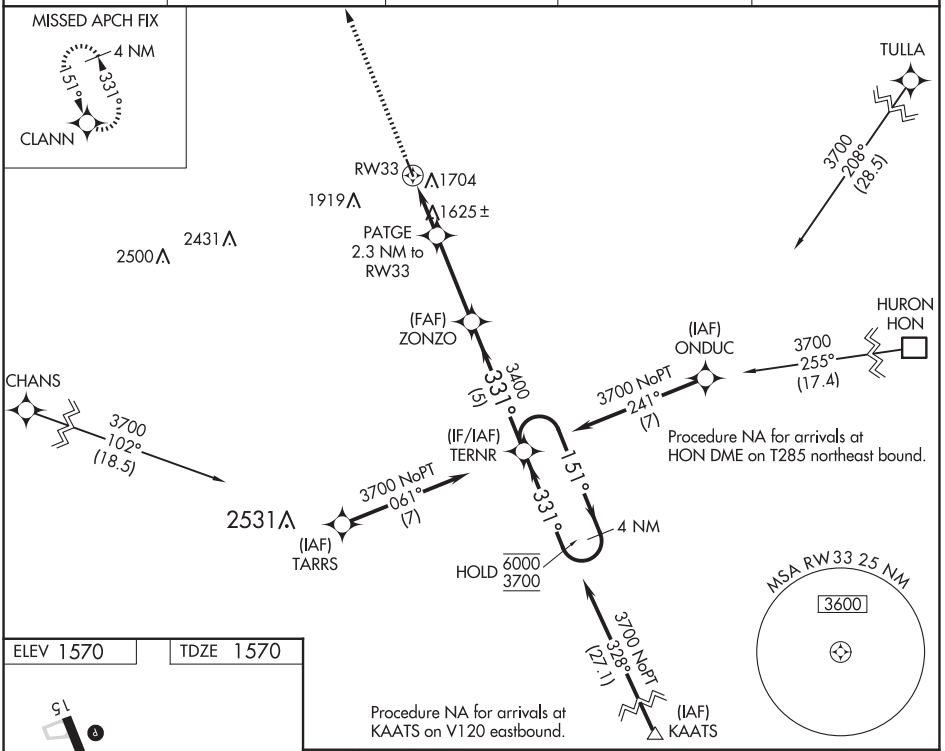
WAAS	APP CRS	Rwy Idg	3601
CH 97522	331°	TDZE	1570
W33A		Apt Elev	1570

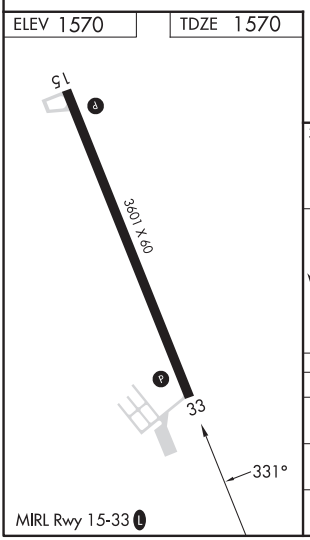
RNP APCH - GPS.

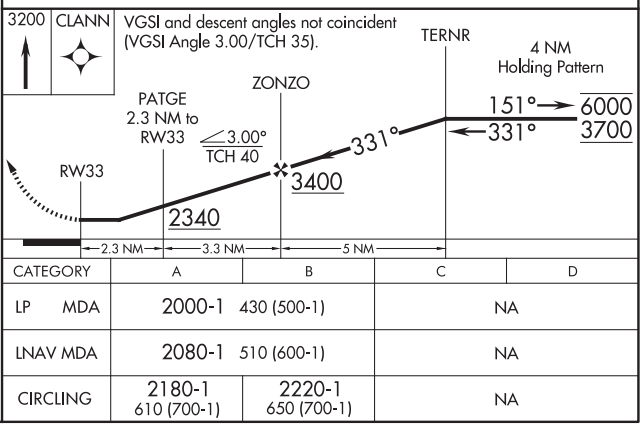
T A NA Rwy 33 helicopter visibility reduction below ¾ SM NA. Use Huron altimeter setting.

MISSED APPROACH: Climb to 3200 direct CLANN and hold.

HON ASOS	MINNEAPOLIS CENTER	CTAF	GCO	
118.125	125.1 269.1	122.9	121.725	122.8 L







CATEGORY	A	B	C	D
LP MDA	2000-1 430 (500-1)		NA	
LNAV MDA	2080-1 510 (600-1)		NA	
CIRCLING	2180-1 610 (700-1)	2220-1 650 (700-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MINNEAPOLIS, MINNESOTA | AL-6652 (FAA) | 25051

ILS or LOC RWY 30
AIRLAKE (LVN)

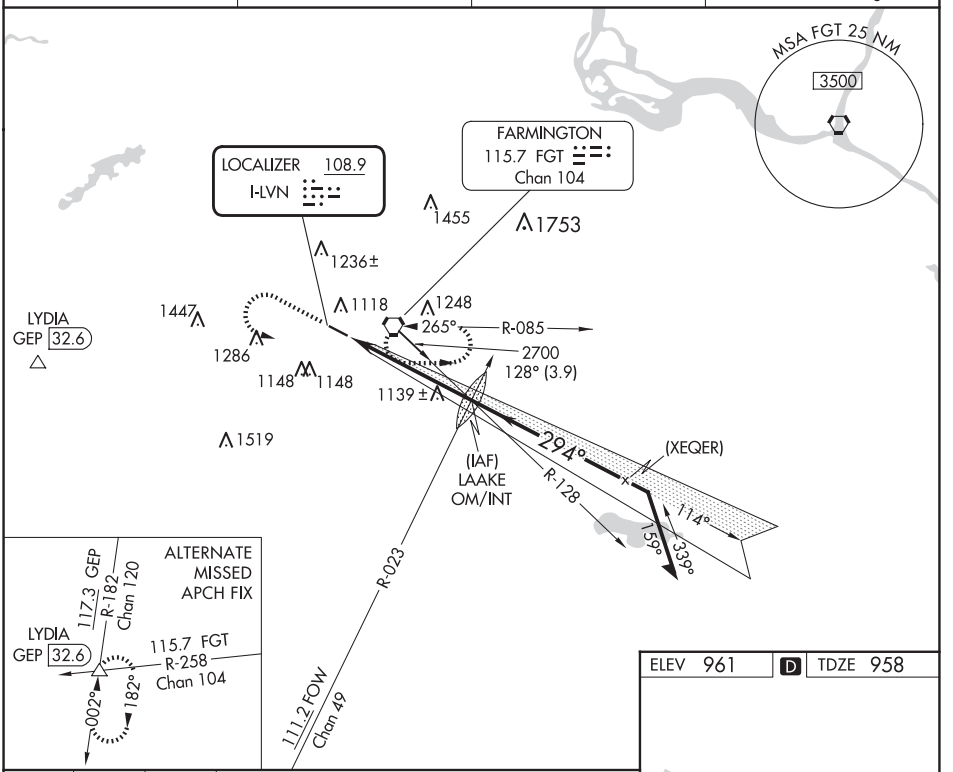
LOC I-LVN	APP CRS	Rwy Idg	3707
108.9	294°	TDZE	958
		Apt Elev	961

When Circling to Rwy 12 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 30 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-LOC Cats A/B visibility to 1 SM.

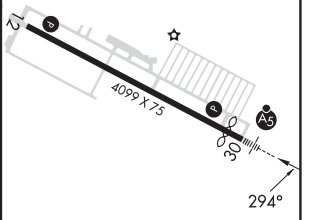
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2800 direct FGT VORTAC and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
118.0	134.7 284.7	118.95	123.0 (CTAF) L



ELEV 961 | D | TDZE 958



CATEGORY	A	B	C	D
S-ILS 30	1208-¾ 250 (300-¾)			
S-LOC 30	1400-¾ 442 (500-¾)		1400-⅞ 442 (500-⅞)	
C CIRCLING	1460-1 499 (500-1)		1660-2 699 (700-2)	1700-2¼ 739 (800-2¼)

REIL Rwy 12 L
HIRL Rwy 12-30 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

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 57920 W12A	APP CRS 114°	Rwy Idg 4099 TDZE 961 Apt Elev 961

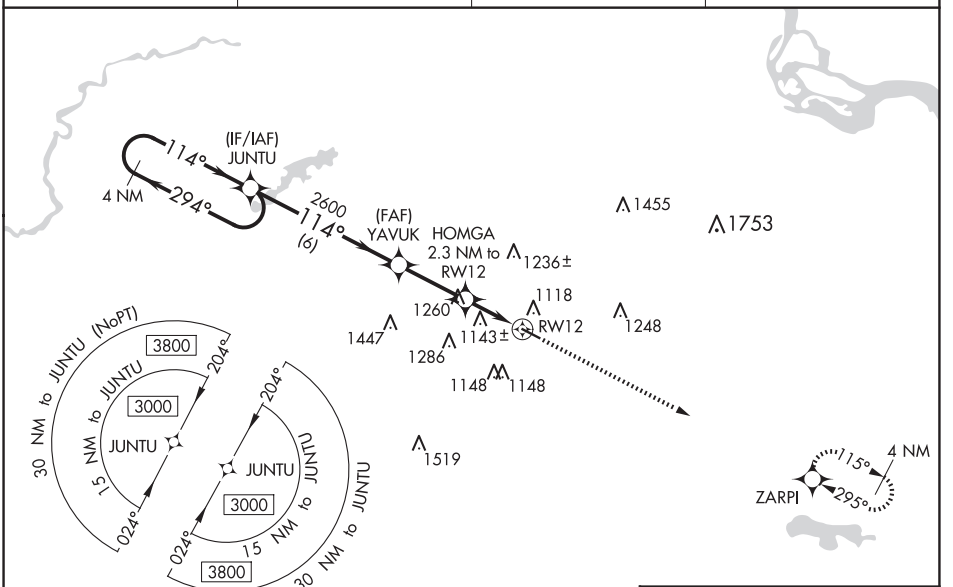
RNAV (GPS) RWY 12
AIRLAKE (LVN)

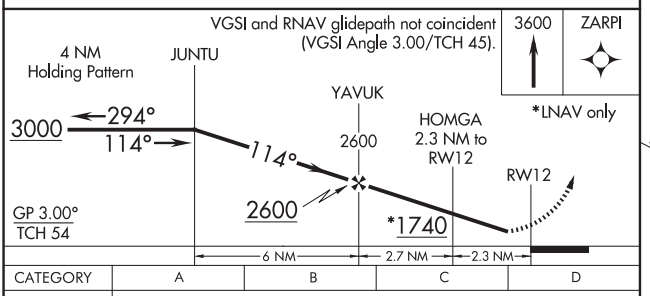
RNP APCH.

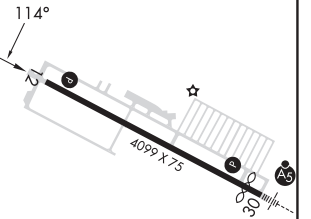
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 12 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 12, Circling Rwy 12 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 3600 direct ZARPI and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
118.0	134.7 284.7	118.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
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)	
C CIRCLING	1460-1 499 (500-1)		1660-2 699 (700-2)	1700-2¼ 739 (800-2¼)

REIL Rwy 12 L
HIRL Rwy 12-30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MINNEAPOLIS, MINNESOTA | AL-6652 (FAA) | 25051

RNAV (GPS) RWY 30
AIRLAKE (LVN)

WAAS CH 99328 W30A	APP CRS 295°	Rwy Idg 3707 / TDZE 958 / Apt Elev 961

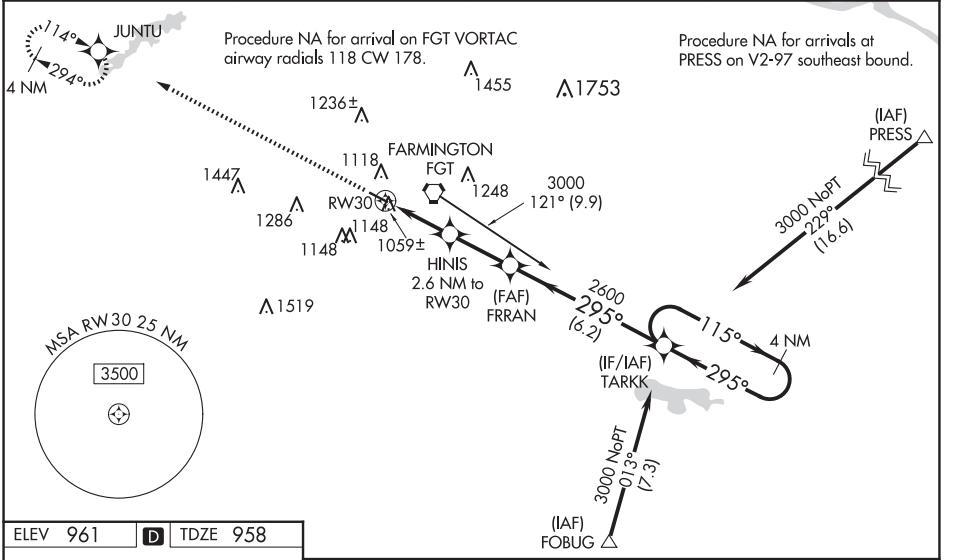
RNP APCH.

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 ⅞ 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.

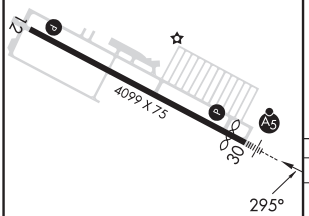
MALSR

MISSED APPROACH: Climb to 3000 direct JUNTU and hold.

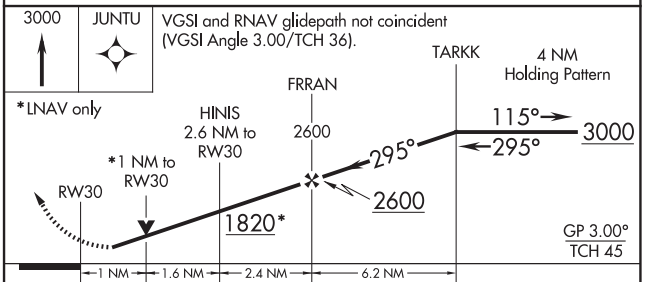
AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
118.0	134.7 284.7	118.95	123.0 (CTAF)



ELEV 961 | D | TDZE 958



REIL Rwy 12 L
HIRL Rwy 12-30 L



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)		
C CIRCLING	1460-1	499 (500-1)	1660-2 699 (700-2)	1700-2¼ 739 (800-2¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

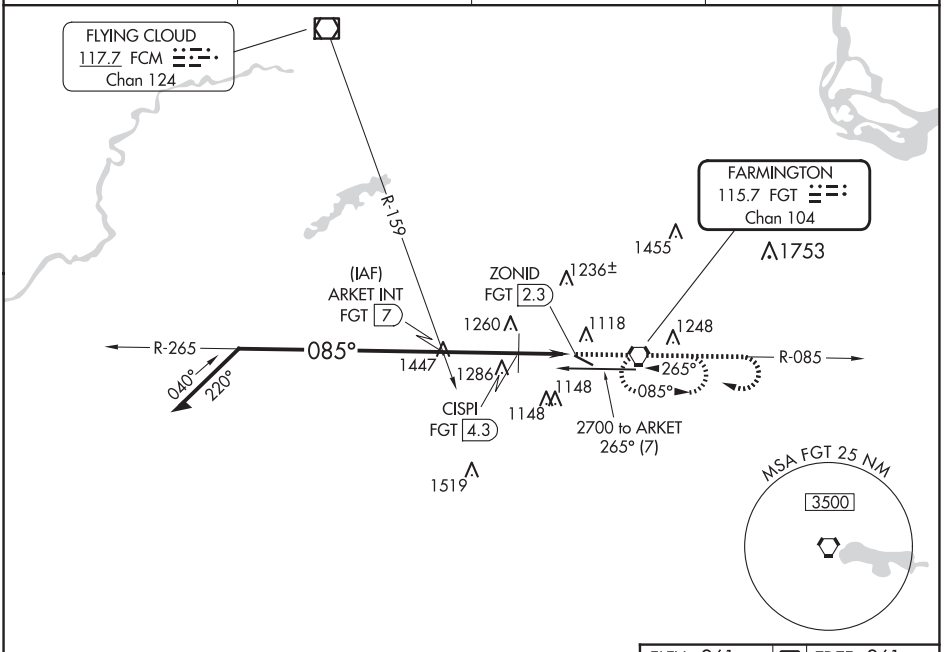
VORTAC FGT	APP CRS	Rwy Idg 4099
115.7	085°	TDZE 961
Chan 104		Apt Elev 961

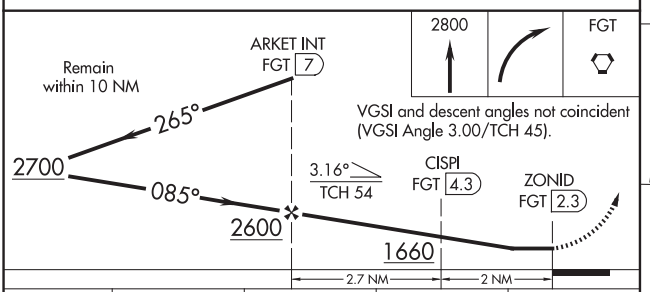
VOR RWY 12
AIRLAKE (LVN)

T 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.

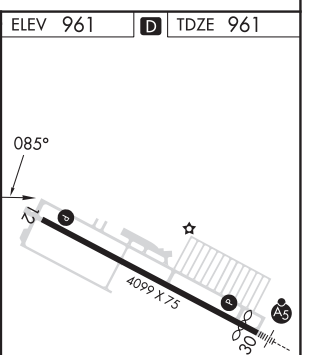
MISSED APPROACH: Climb to 2800 then right turn direct FGT VORTAC and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
118.0	134.7 284.7	118.95	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-12	1660-1	699 (700-1)	1660-2	699 (700-2)
C CIRCLING	1660-1	699 (700-1)	1660-2 699 (700-2)	1700-2¼ 739 (800-2¼)
CISPI FIX MINIMUMS				
S-12	1520-1	559 (600-1)	1520-1⅝	559 (600-1⅝)
C CIRCLING	1520-1	559 (600-1)	1660-2 699 (700-2)	1700-2¼ 739 (800-2¼)



REIL Rwy 12 L
HIRL Rwy 12-30 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MINNEAPOLIS, MINNESOTA | AL-5202 (FAA) | 23334

ILS or LOC RWY 27

ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

LOC/DME I-ANE	APP CRS	Rwy Idg	5000
111.15	269°	TDZE	910
Chan 48 (Y)		Apt Elev	912

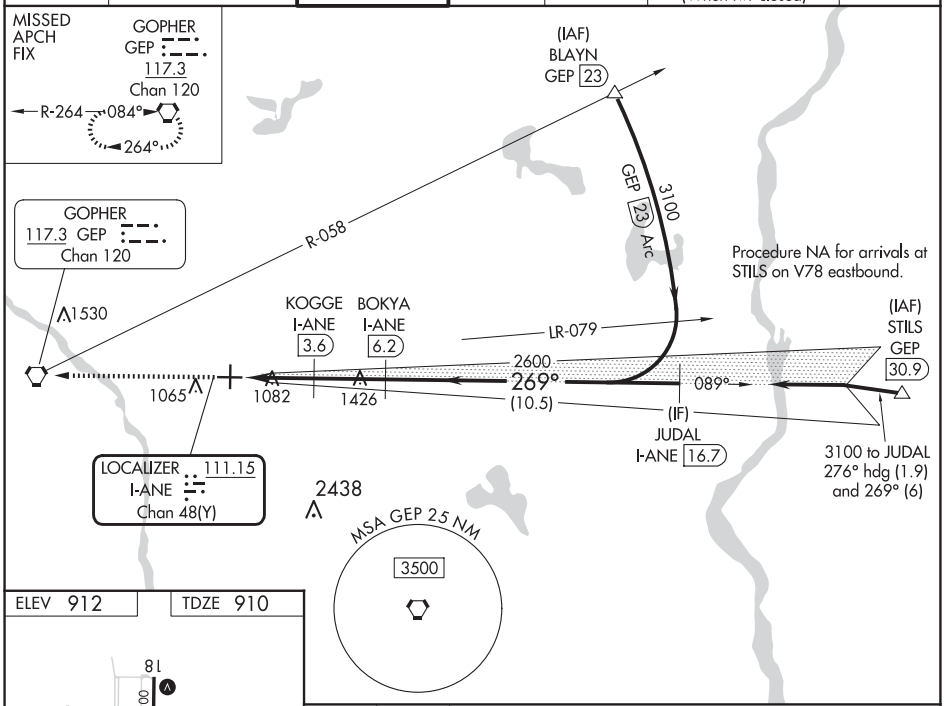
DME required. RADAR required for procedure entry at BLAYN.

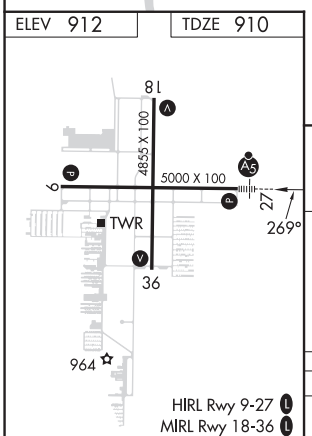
VDP NA when using Crystal altimeter setting. When local altimeter setting not received, use Crystal altimeter setting and increase S-ILS 27 DA to 1131 feet; increase all MDAs 40 feet and S-LOC 27 visibility Cat C/D ¼ SM, and Circling visibility Cat D ¼ SM. For inop ALS when using Crystal altimeter setting, increase S-LOC 27 Cat C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 2700 direct GEP VORTAC and hold, continue climb-in-hold to 2700.

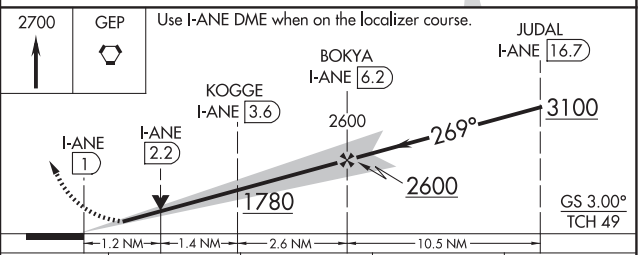
ATIS	MINNEAPOLIS APP CON	ANOKA TOWER★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
120.625	126.5 335.65	132.4 (CTAF) L	121.85	121.3	121.85	122.95





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	1110-½ 200 (200-½)			
S-LOC 27	1340-½ 430 (500-½)		1340-¾ 430 (500-¾)	
C CIRCLING	1400-1 488 (500-1)		1420-1½ 508 (600-1½)	1580-2 668 (700-2)

MINNEAPOLIS, MINNESOTA
Amdt 1 08SEP22

ANOKA COUNTY/BLAINE (JANES FLD) (ANE)
45°09'N-93°13'W
ILS or LOC RWY 27

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82312 W09A	APP CRS 089°	Rwy Idg 5000 TDZE 910 Apt Elev 912

RNAV (GPS) RWY 9

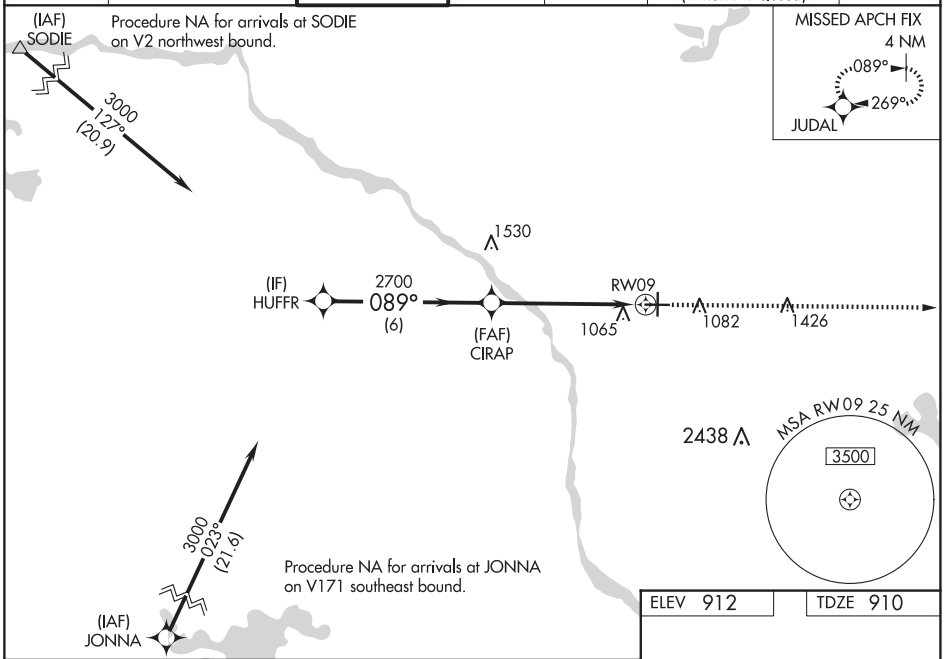
ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

RNP APCH - GPS.

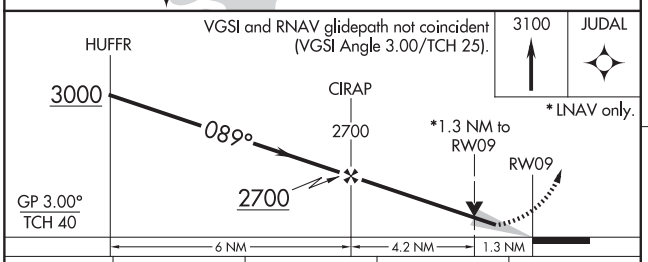
When local altimeter setting not received, use Crystal altimeter setting: increase LPV DA to 1246 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 1373 feet; increase all MDA 40 feet and LNAV Cat C/D visibility ⅛ SM and Circling Cat D visibility ¼ SM. Baro-VNAV and VDP NA when using Crystal altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

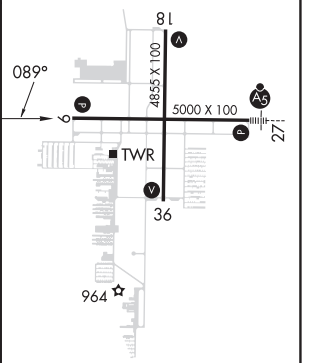
MISSED APPROACH: Climb to 3100 direct JUDAL and hold.

ATIS	MINNEAPOLIS APP CON	ANOKA TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
120.625	126.5 335.65	132.4 (CTAF) L	121.85	121.3	121.85 (When twr closed)	122.95



ELEV 912 TDZE 910





CATEGORY	A	B	C	D
LPV DA	1225-⅞ 315 (400-⅞)			
LNAV/VNAV DA	1352-1⅜ 442 (500-1⅜)			
LNAV MDA	1340-1 430 (500-1)		1340-1¼ 430 (500-1¼)	
C CIRCLING	1400-1 488 (500-1)		1460-1½ 548 (600-1½)	1580-2 668 (700-2)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 18

ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

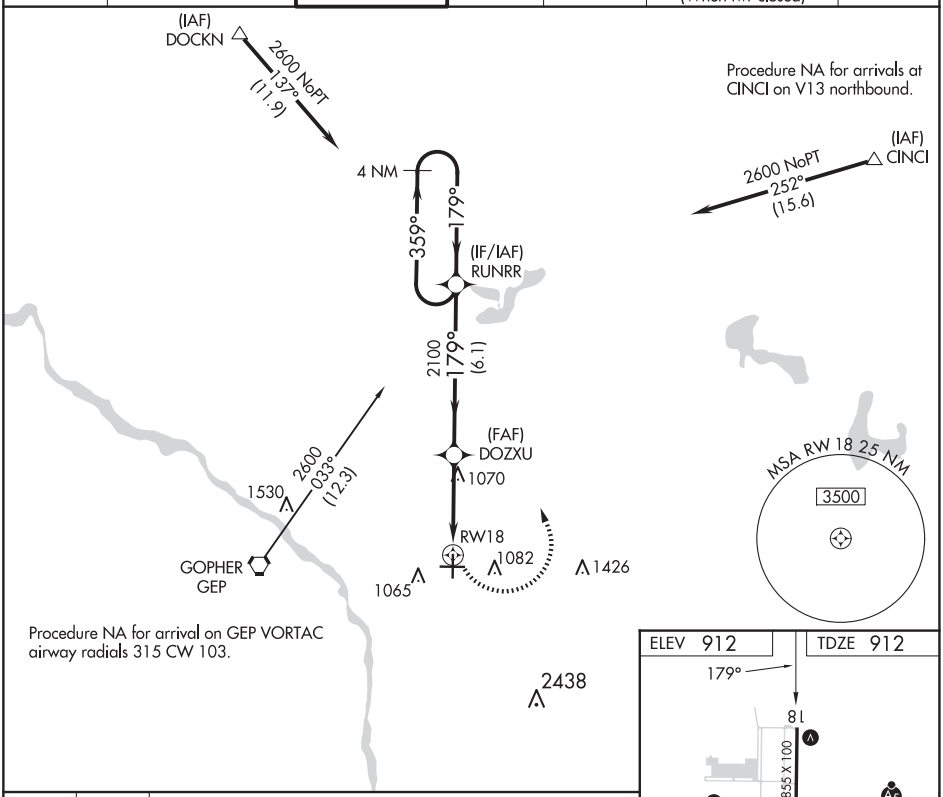
APP CRS	Rwy Idg	4855
179°	TDZE	912
	Apt Elev	912

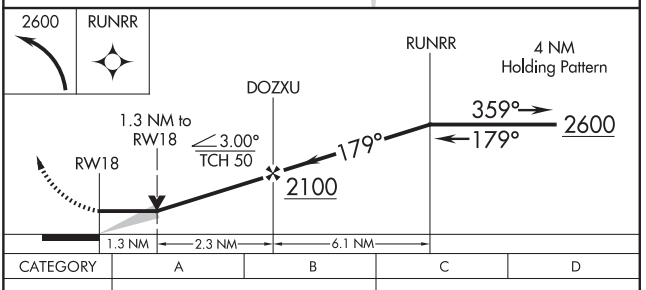
RNP APCH - GPS.

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.

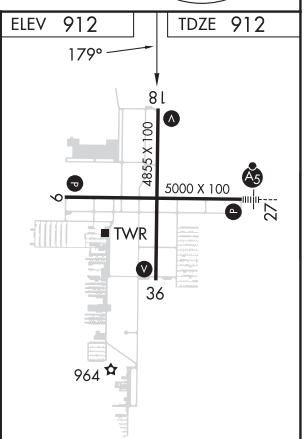
MISSED APPROACH: Climbing left turn to 2600 direct RUNRR and hold.

ATIS	MINNEAPOLIS APP CON	ANOKA TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
120.625	126.5 335.65	132.4 (CTAF) L	121.85	121.3	121.85 (When twr closed)	122.95





CATEGORY	A	B	C	D
LNAV MDA	1380-1 468 (500-1)		1380-1⅜ 468 (500-1⅜)	
C CIRCLING	1400-1 488 (500-1)		1460-1½ 548 (600-1½)	1580-2 668 (700-2)



HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 27

ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

WAAS CH 78300 W27A	APP CRS 269°	Rwy Idg 5000 TDZE 910 Apt Elev 912

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 Crystal altimeter setting: increase LPV DA to 1131 feet; increase LNAV/VNAV DA to 1361 feet and all visibilities ⅛ SM, increase all MDA 40 feet and visibility Cat C/D ¼ SM, and Circling visibility Cat D ¼ SM. Baro-VNAV and VDP NA when using Crystal altimeter setting. For inop ALS when using Crystal altimeter setting, increase LNAV Cat C/D visibility to 1⅜ SM.

MALSR

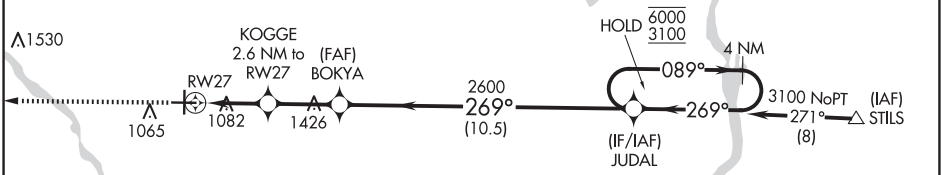
MISSED APPROACH: Climb to 2700 direct GEP VORTAC and hold, continue climb-in-hold to 2700.

ATIS	MINNEAPOLIS APP CON	ANOKA TOWER★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
120.625	126.5 335.65	132.4 (CTAF) L	121.85	121.3	121.85	122.95

MISSED APCH FIX

GOPHER
GEP
085°
265°
4 NM

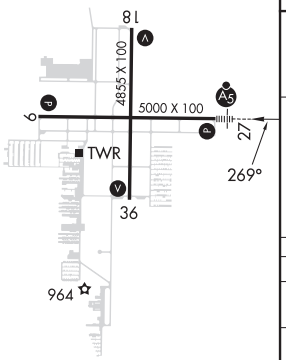
MSA RW 27 25 NM
3500



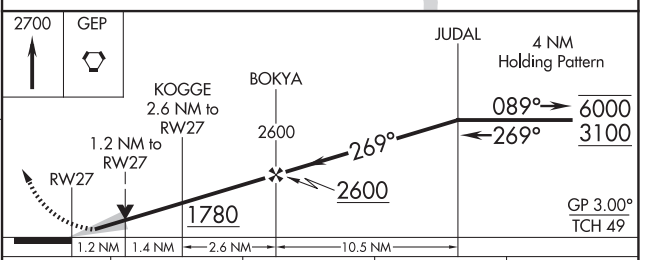
Procedure NA for arrivals at STILS on V78 eastbound.

2438

ELEV 912 TDZE 910



HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18, and 36 L



CATEGORY	A	B	C	D
LPV DA	1110-½ 200 (200-½)			
LNAV/VNAV DA	1340-¾ 430 (500-¾)			
LNAV MDA	1340-½ 430 (500-½)		1340-¾ 430 (500-¾)	
C CIRCLING	1400-1 488 (500-1)		1420-1½ 508 (600-1½)	1580-2 668 (700-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR RWY 9

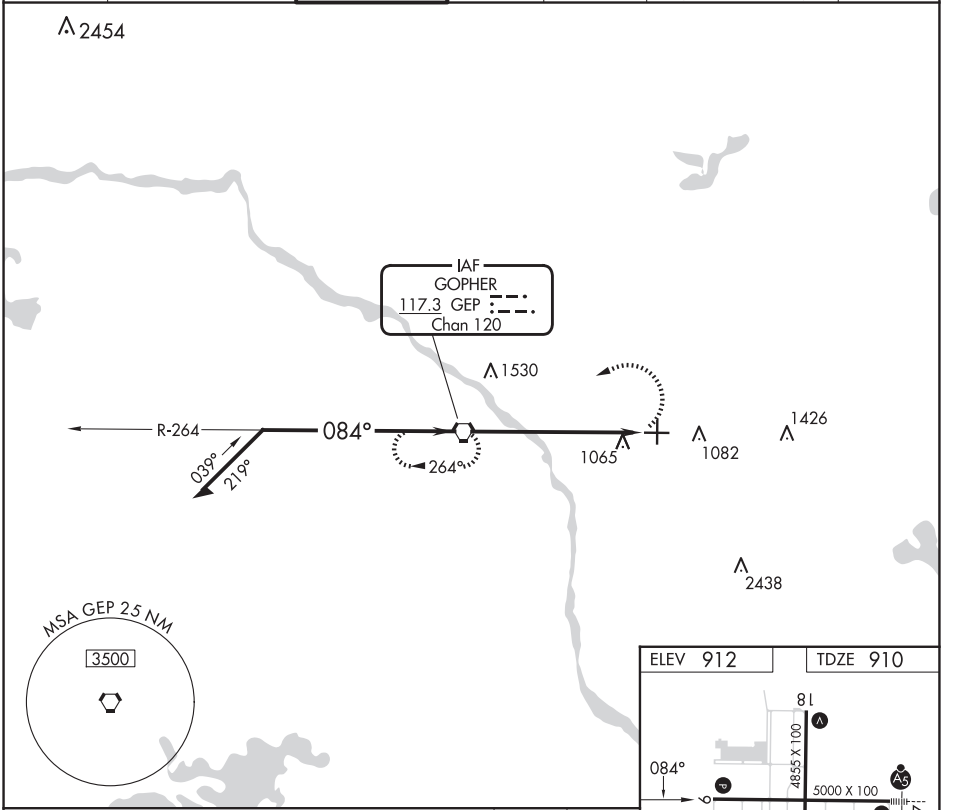
ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

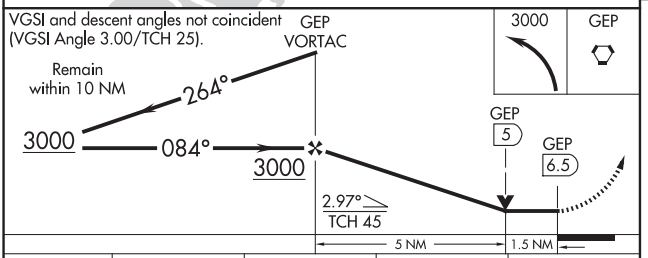
VORTAC GEP	APP CRS	Rwy Idg	5000
117.3	084°	TDZE	910
Chan 120		Apt Elev	912

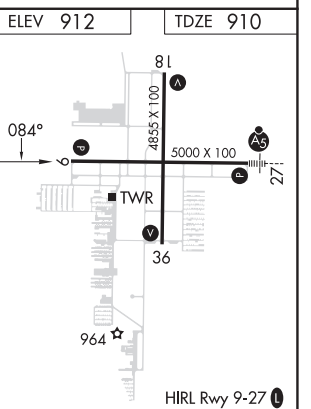
When local altimeter setting not received, use Crystal altimeter setting: increase all MDA 40 feet and increase S-9 visibility Cat C/D ⅛ SM and Circling Cat D ¼ SM. VDP NA when using Crystal altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	ANOKA TOWER*	GND CON	CLNC DEL	CLNC DEL	UNICOM
120.625	126.5 335.65	132.4 (CTAF) L	121.85	121.3	121.85 (When twr closed)	122.95





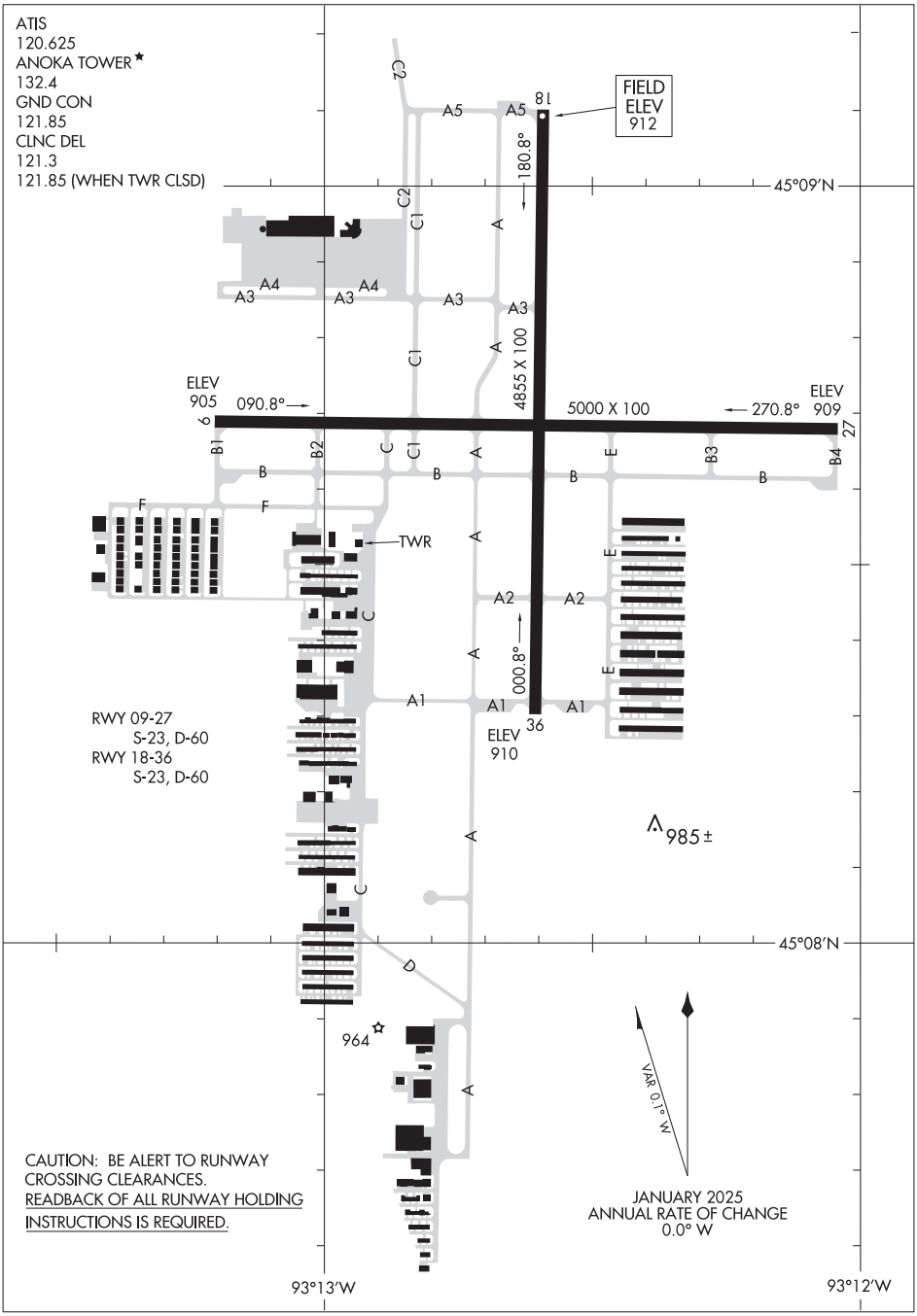


CATEGORY	A	B	C	D
S-9	1400-1	490 (500-1)	1400-1⅜	490 (500-1⅜)
C CIRCLING	1400-1	488 (500-1)	1460-1½ 548 (600-1½)	1580-2 668 (700-2)

FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025



AIRPORT DIAGRAM
25107
MINNEAPOLIS, MINNESOTA
ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

(COULT7.COULT) 23334

COULT SEVEN DEPARTURE

ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

AL-5202 (FAA)

MINNEAPOLIS, MINNESOTA

NC-1, 07 AUG 2025 to 02 OCT 2025

COULT SEVEN DEPARTURE

(COULT7.COULT) 29MAR18

MINNEAPOLIS, MINNESOTA

ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

NC-1, 07 AUG 2025 to 02 OCT 2025

(ORSKY3.ORSKY) 23334
ORSKY THREE DEPARTURE

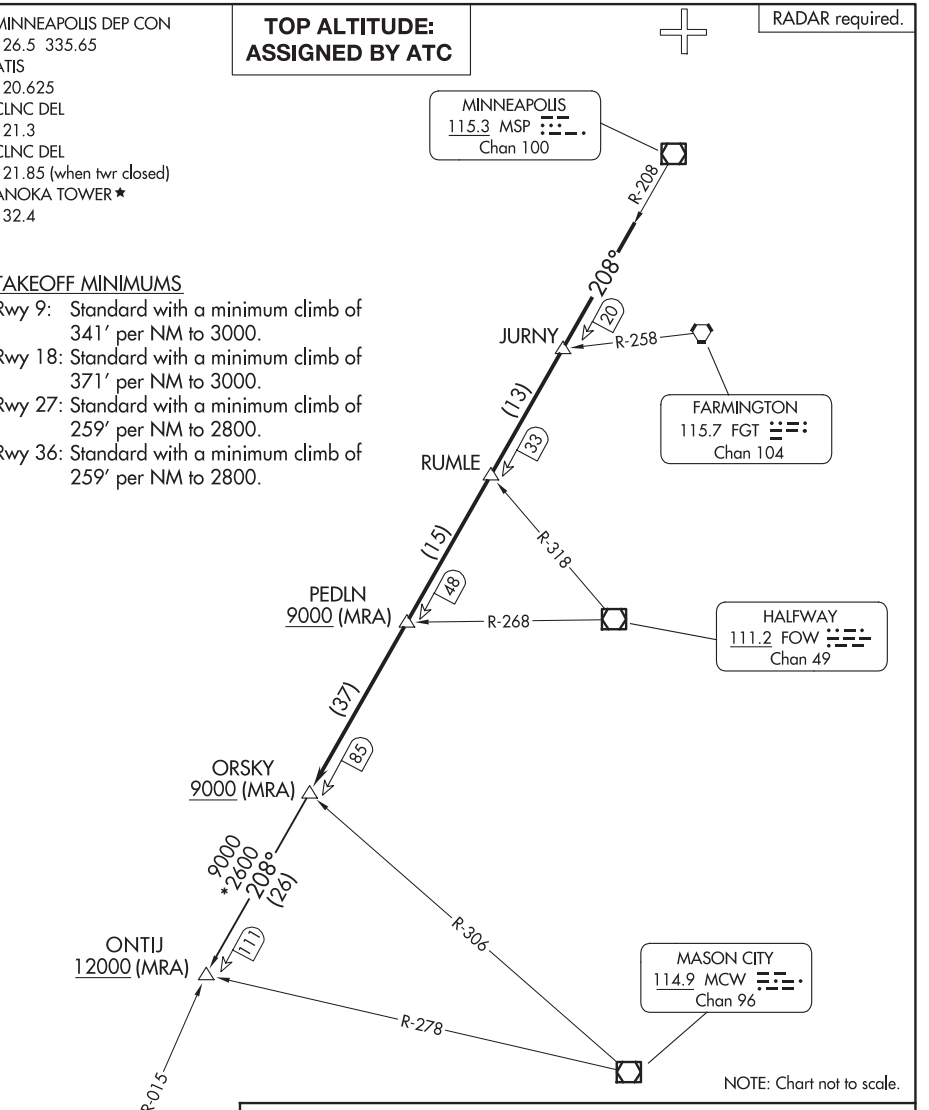
ANOKA COUNTY/BLAINE (JANES FLD) (ANE)
AL-5202 (FAA)
MINNEAPOLIS, MINNESOTA

MINNEAPOLIS DEP CON
126.5 335.65
ATIS
120.625
CLNC DEL
121.3
CLNC DEL
121.85 (when twr closed)
ANOKA TOWER ★
132.4

TOP ALTITUDE: ASSIGNED BY ATC

RADAR required.

TAKEOFF MINIMUMS
Rwy 9: Standard with a minimum climb of 341′ per NM to 3000.
Rwy 18: Standard with a minimum climb of 371′ per NM to 3000.
Rwy 27: Standard with a minimum climb of 259′ per NM to 2800.
Rwy 36: Standard with a minimum climb of 259′ per NM to 2800.



NOTE: Chart not to scale.

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.

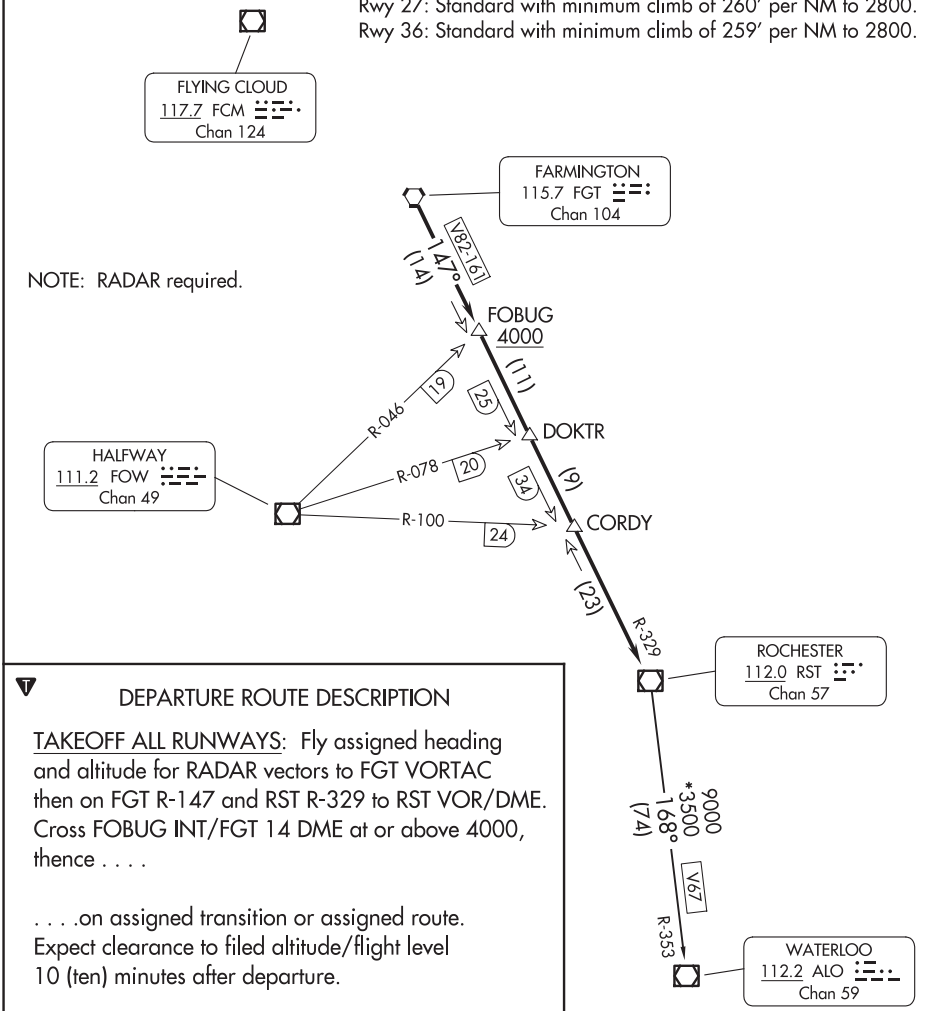
ONTIJ TRANSITION (ORSKY3.ONTIJ): From over ORSKY INT on MSP R-208 to ONTIJ INT.

NC-1, 07 AUG 2025 to 02 OCT 2025

MINNEAPOLIS DEP CON
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.



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.

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

(SCHEP1.SCHEP) 23334

SCHEP ONE DEPARTURE

ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

AL-5202 (FAA)

MINNEAPOLIS, MINNESOTA

NC-1, 07 AUG 2025 to 02 OCT 2025

SCHEP ONE DEPARTURE

(SCHEP1.SCHEP) 08SEP22

MINNEAPOLIS, MINNESOTA
ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

NC-1, 07 AUG 2025 to 02 OCT 2025

WLSTN SEVEN DEPARTURE

(WLSTN7.WLSTN) 17AUG17

ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

MINNEAPOLIS, MINNESOTA

(WLSTN7.WLSTN) 23334

WLSTN SEVEN DEPARTURE

ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

MINNEAPOLIS, MINNESOTA

AL-5202 (FAA)

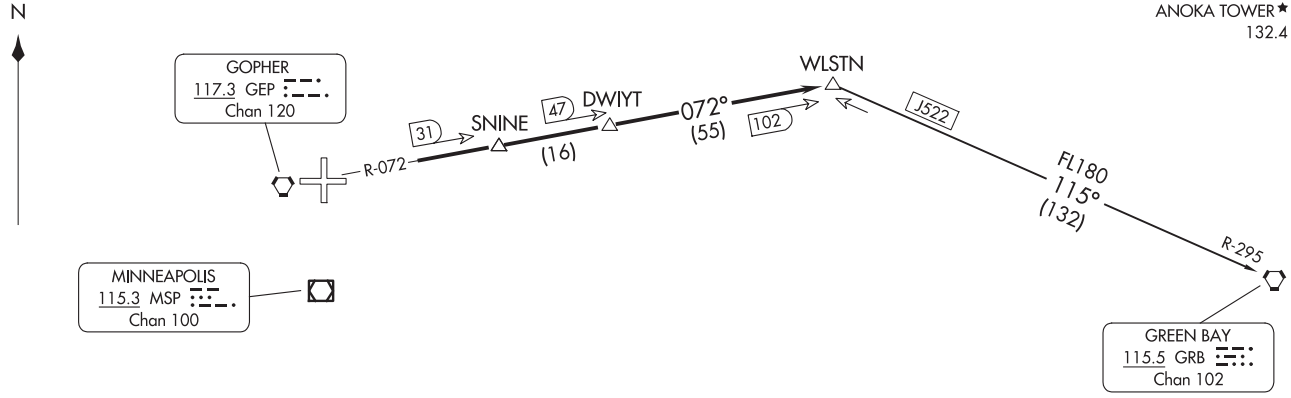
333

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 259′ per NM to 2800.
Rwy 36: Standard with minimum climb of 259′ per NM to 2800.

TOP ALTITUDE:
(JETS) 7000/
(PROPS) 5000

MINNEAPOLIS DEP CON
126.5 335.65
ATIS
120.625
CLNC DEL
121.3
CLNC DEL
121.85 (when twr closed)
ANOKA TOWER ★
132.4



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude 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.

NOTE: RADAR required.
NOTE: Chart not to scale.

ZMBRO SEVEN DEPARTURE

(ZMBRO7.ZMBRO) 17AUG17

ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS DEP CON
126.5 335.65
ATIS
120.625
CLNC DEL
121.3
CLNC DEL
121.85 (when twr closed)
ANOKA TOWER★
132.4

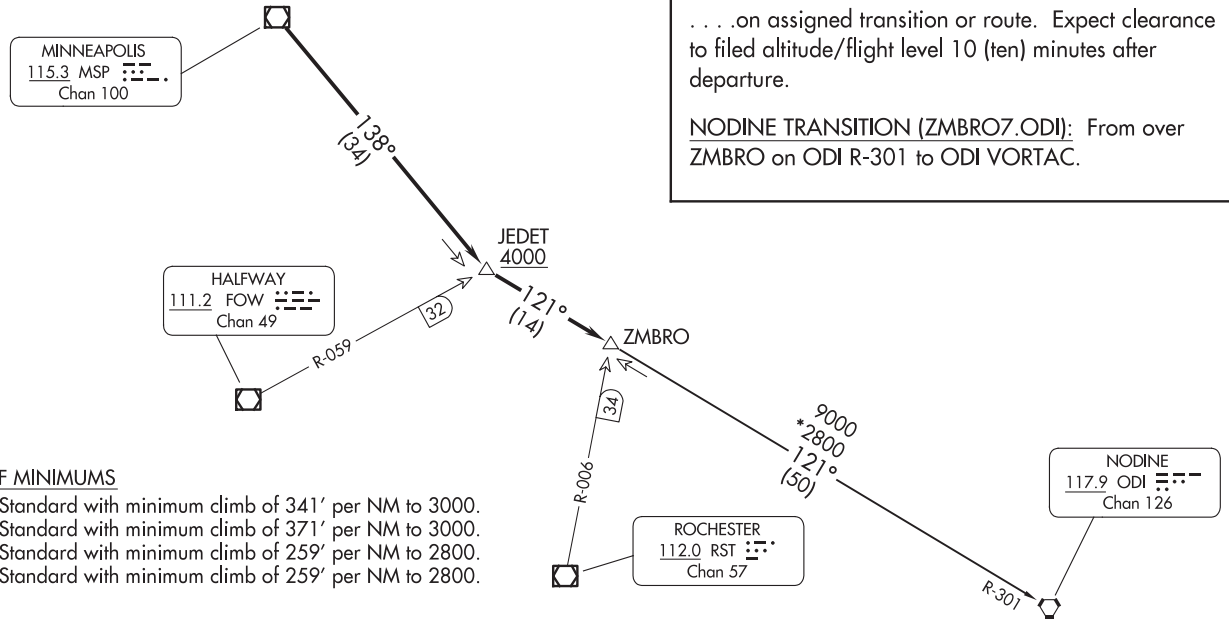
TOP ALTITUDE:
(JETS) 7000/
(PROPS) 5000

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude 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.



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 259′ per NM to 2800.
Rwy 36: Standard with minimum climb of 259′ per NM to 2800.

NOTE: RADAR required.

NOTE: Chart not to scale.

(ZMBRO7.ZMBRO) 23334

ZMBRO SEVEN DEPARTURE

ANOKA COUNTY/BLAINE (JANES FLD) (ANE)

MINNEAPOLIS, MINNESOTA

AL-5202 (FAA)

RNAV (GPS) RWY 14

CRYSTAL (MIC)

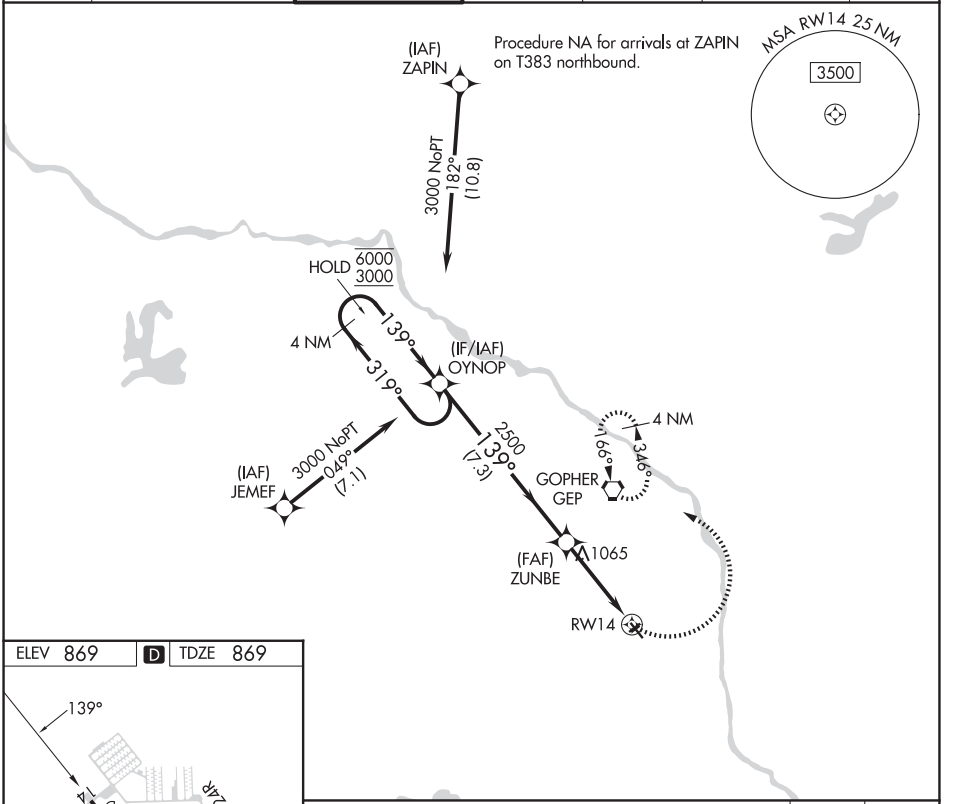
APP CRS	Rwy Ldg	3508
139°	TDZE	869
	Apt Elev	869

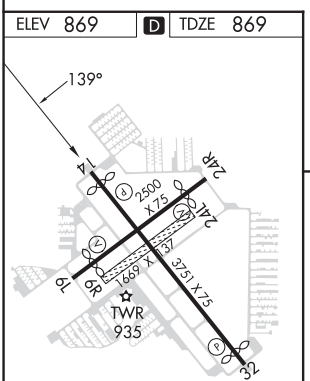
RNP APCH - GPS.

Rwy 14 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 6R and 24L.

MISSED APPROACH: Climbing left turn to 3100 direct GEP VORTAC and hold, continue climb-in-hold to 3100.

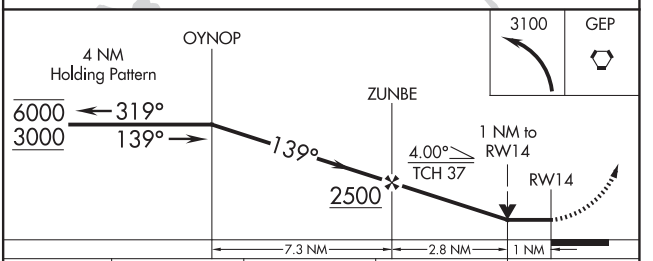
ATIS	MINNEAPOLIS APP CON	CRYSTAL TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
124.475	126.5 335.65	120.7 (CTAF) L	121.6	121.6	121.6 (When twr closed)	122.95





REIL Rwys 14 and 32 L

MIRL Rwys 6L-24R and 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	1320-1 451 (500-1)		NA	
CIRCLING	1340-1 471 (500-1)	1380-1 511 (600-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

CRYSTAL (MIC)

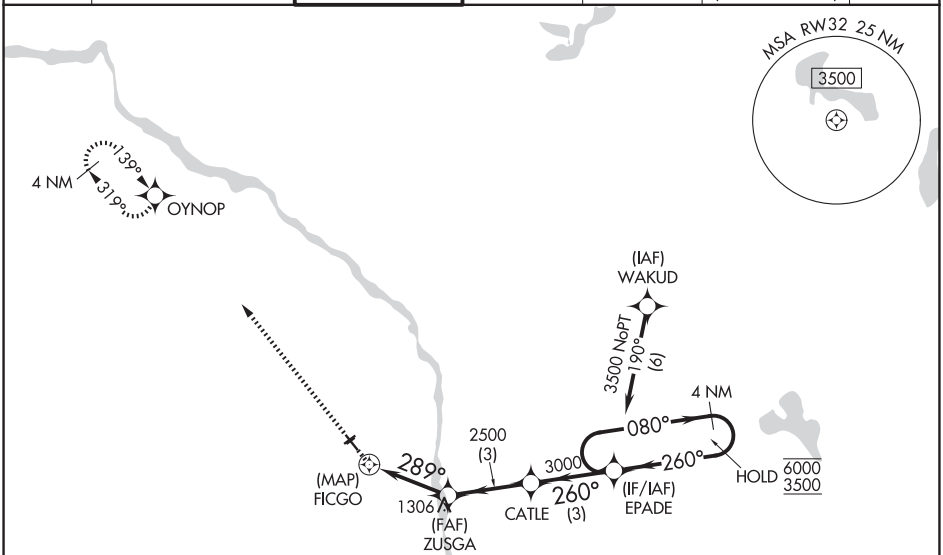
APP CRS	Rwy Ldg	3509
289°	TDZE	869
	Apt Elev	869

RNP APCH.

Circling NA to Rwys 6R and 24L.
Rwy 32 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct OYNOP and hold.

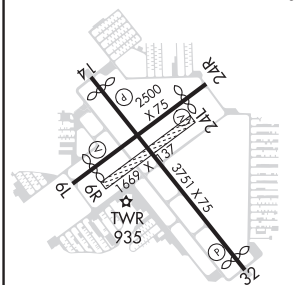
ATIS	MINNEAPOLIS APP CON	CRYSTAL TOWER★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
124.475	126.5 335.65	120.7 (CTAF) L	121.6	121.6	121.6	122.95

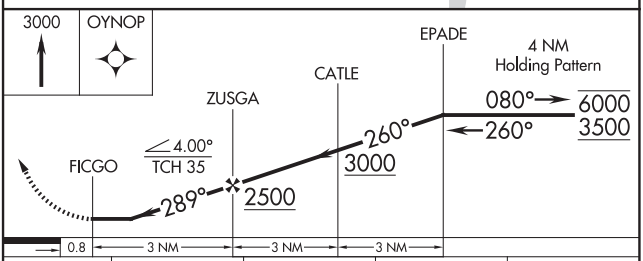


Final approach course offset 30.00°.

ELEV 869 D TDZE 869

REIL Rwys 14 and 32 L
MIRL Rwys 6L-24R and 14-32 L



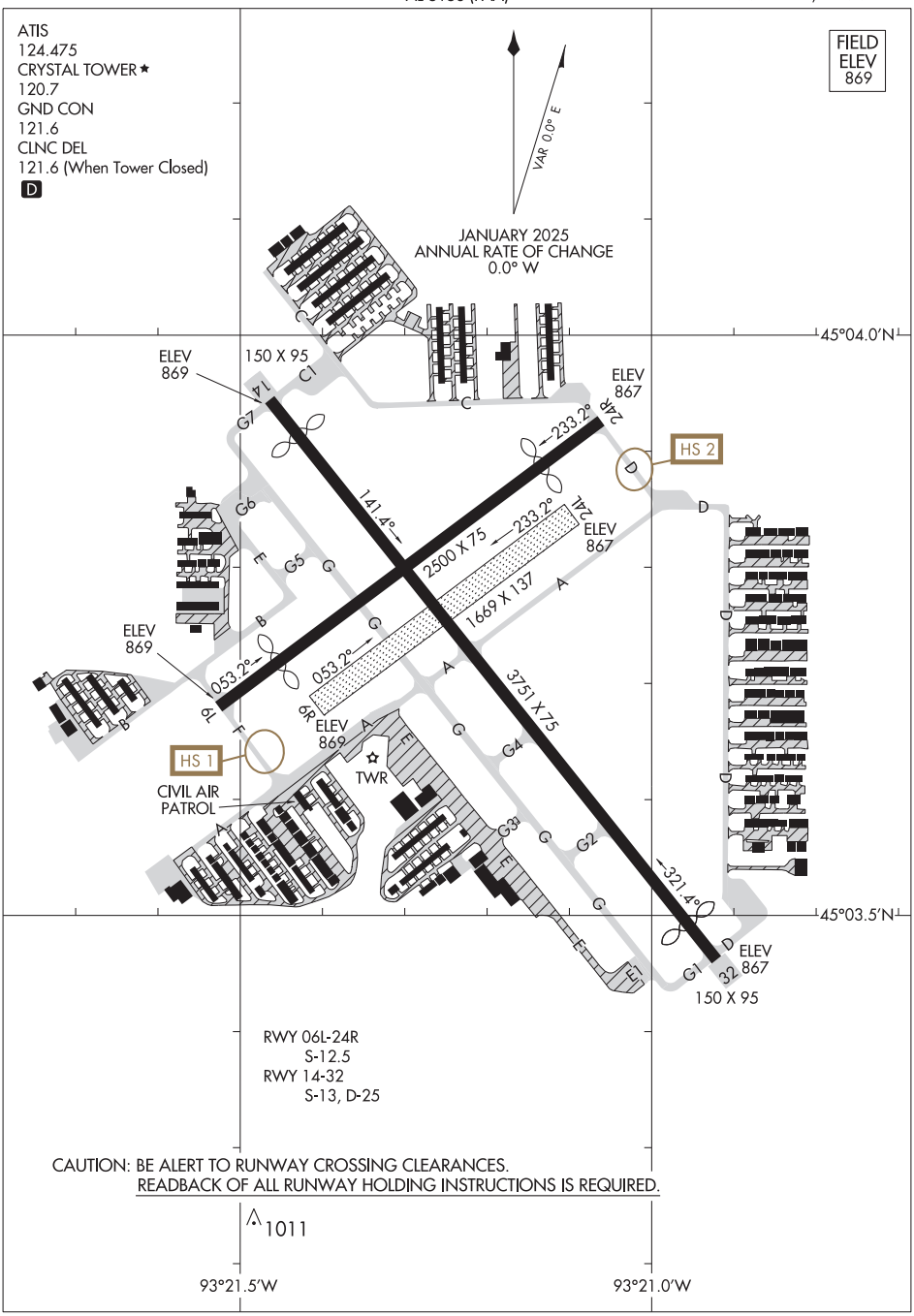


CATEGORY	A	B	C	D
LNAV MDA	1380-1 511 (600-1)		NA	
CIRCLING	1380-1 511 (600-1)		NA	

289°

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MINNEAPOLIS, MINNESOTA | AL-5094 (FAA) | 24081

ILS or LOC RWY 10R

FLYING CLOUD (FCM)

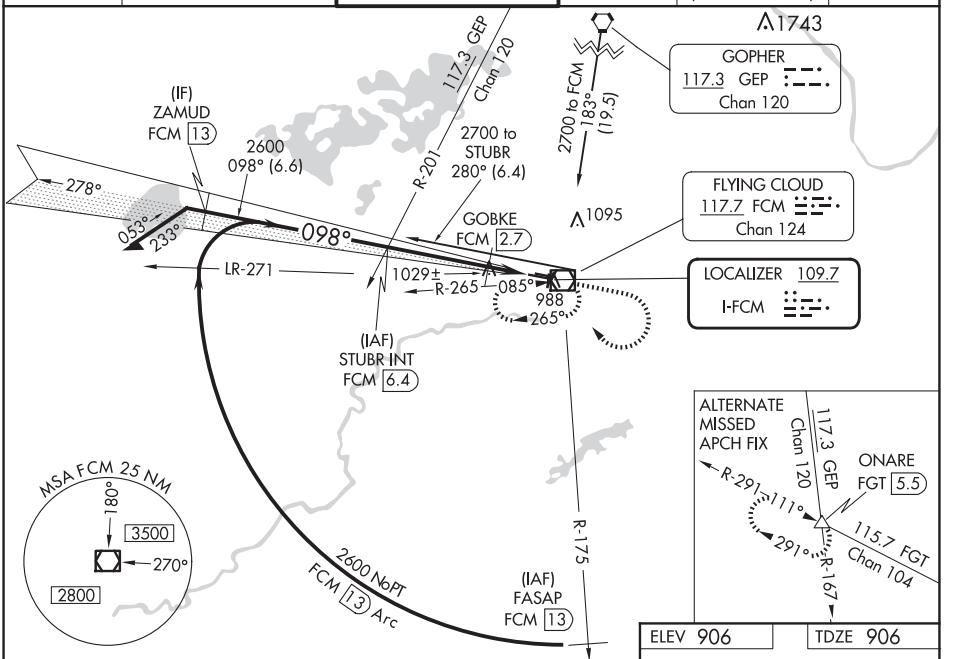
LOC I-FCM	APP CRS	Rwy ldg	5001
109.7	098°	TDZE	906
		Apt Elev	906

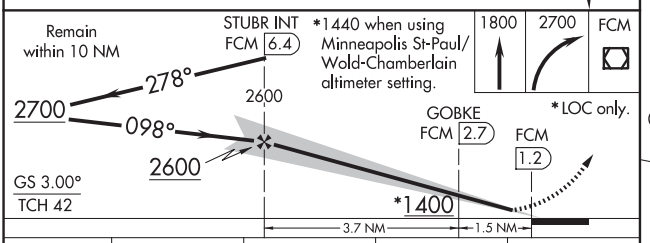
T A When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet, increase S-LOC Cat C and D visibility ¼ mile, GOBKE fix minimums: Increase S-LOC Cat C visibility ¼ mile. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MALSR

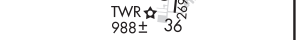
MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct FCM VOR/DME and hold, continue climb-in-hold to 2700.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	134.7 284.7	119.15 (CTAF) L	121.7	121.7 (When twr closed)	122.95





ELEV 906 | TDZE 906



CATEGORY	A	B	C	D
S-ILS 10R	1106-½ 200 (200-½)			
S-LOC 10R	1400-½ 494 (500-½)		1400-¾ 494 (500-¾)	1400-1 494 (500-1)
C CIRCLING	1400-1 494 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	1540-2 634 (700-2)
GOBKE FIX MINIMUMS (DME REQUIRED)				
S-LOC 10R	1280-½ 374 (400-½)			1280-¾ 374 (400-¾)
C CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	1540-2 634 (700-2)

HIRL Rwy 10R-28L L
REIL Rwys 10L and 28R
REIL Rwys 18, 28L, and 36 L
MIRL Rwy 10L-28R
MIRL Rwy 18-36 L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 10L

FLYING CLOUD (FCM)

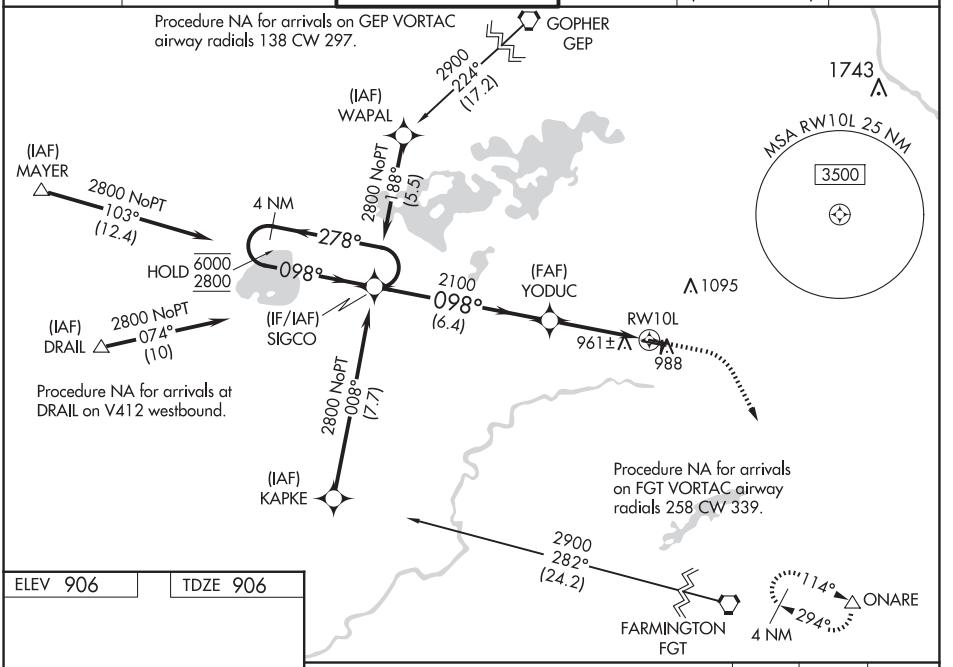
WAAS	APP CRS	Rwy Idg	3901
CH 42510	098°	TDZE	906
W10A		Apt Elev	906

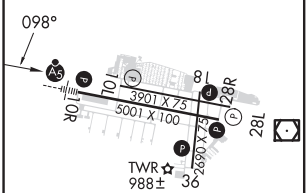
RNP APCH.

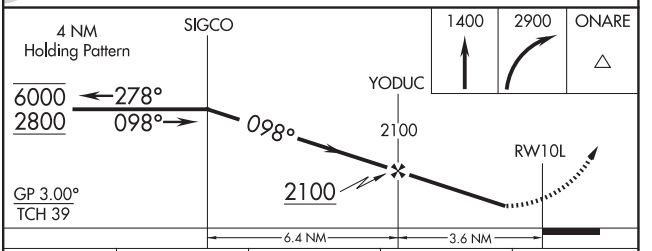
Baro-VNAV NA when using Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -22°C (-7°F) or above 54°C (130°F). When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet; increase LNAV/VNAV visibility ⅛ 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	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	134.7 284.7	119.15 (CTAF) L	121.7	121.7 (When twr closed)	122.95







CATEGORY	A	B	C	D
LPV DA	1187-1 281 (300-1)			
LNAV/VNAV DA	1230-1⅛ 324 (400-1⅛)			
LNAV MDA	1240-1 334 (400-1)			
C CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	1540-2 634 (700-2)

HIRL Rwy 10R-28L L
REIL Rwys 10L and 28R
REIL Rwys 18, 28L, and 36 L
MIRL Rwy 10L-28R
MIRL Rwy 18-36 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MINNEAPOLIS, MINNESOTA | AL-5094 (FAA) | 24081

RNAV (GPS) RWY 10R
FLYING CLOUD (FCM)

WAAS CH 42519 W10B	APP CRS 098°	Rwy Idg 5001 / TDZE 906 / Apt Elev 906

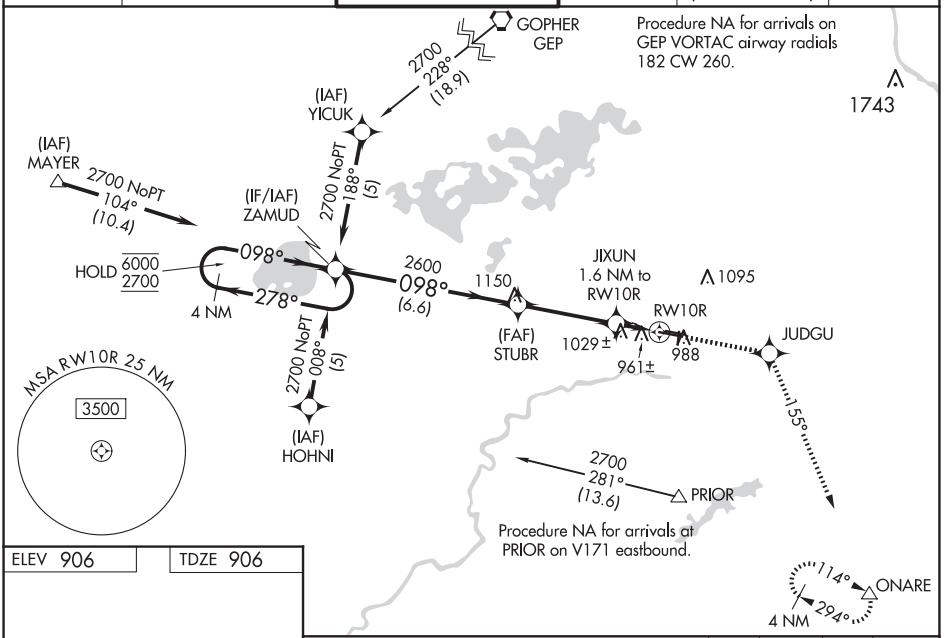
RNP APCH.

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.

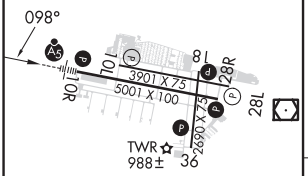
MALSR

MISSED APPROACH: Climb to 3000 direct JUDGU and on track 155° to ONARE and hold.

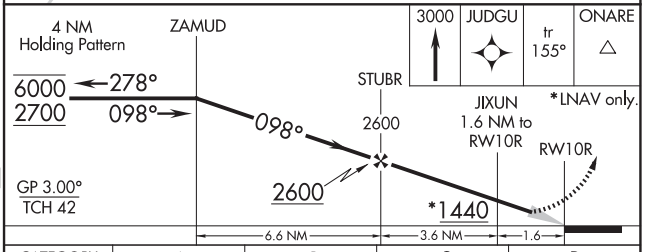
ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	134.7 284.7	119.15 (CTAF) L	121.7	121.7 (When twr closed)	122.95



ELEV 906 | TDZE 906



HIRL Rwy 10R-28L L
REIL Rwys 10L and 28R
REIL Rwys 18, 28L, and 36 L
MIRL Rwy 10L-28R
MIRL Rwy 18-36 L



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)			1280-1 374 (400-1)
C CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	1540-2 634 (700-2)

MINNEAPOLIS, MINNESOTA
Orig-C 07OCT21

44°50'N-93°28'W

FLYING CLOUD (FCM)
RNAV (GPS) RWY 10R

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH **90218** **W28B**	APP CRS **278°**	Rwy Idg **5001** TDZE **906** Apt Elev **906**

RNAV (GPS) RWY 28L

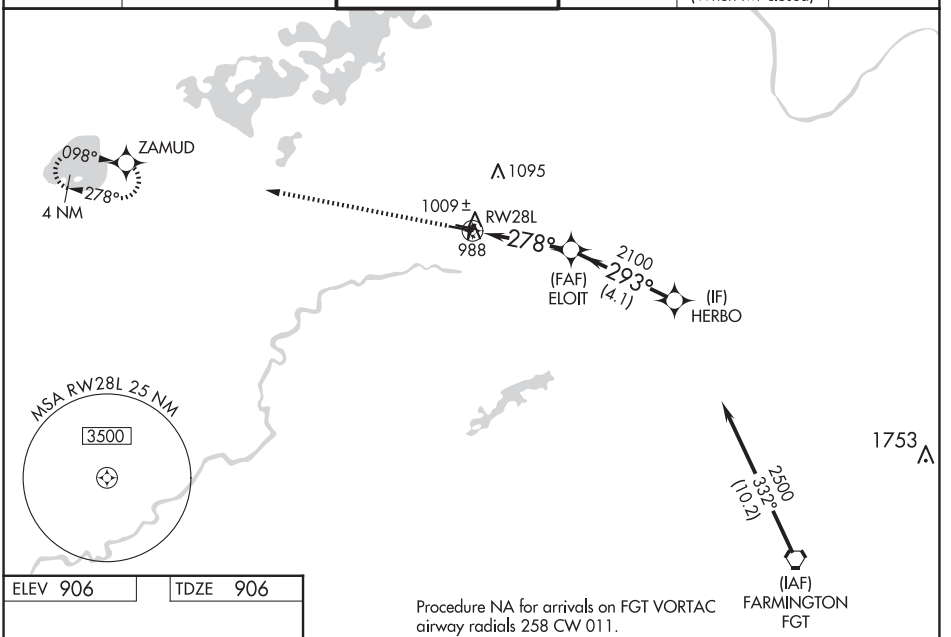
FLYING CLOUD (FCM)

RNP APCH.

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 Cats C and D visibility ⅛ 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.

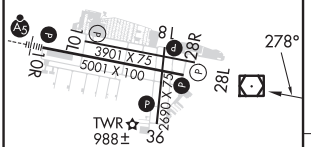
MISSED APPROACH: Climb to 2700 direct ZAMUD and hold.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	**134.7 284.7**	**119.15** (CTAF) L	**121.7**	**121.7** (When twr closed)	**122.95**



Procedure NA for arrivals on FGT VORTAC airway radials 258 CW 011.

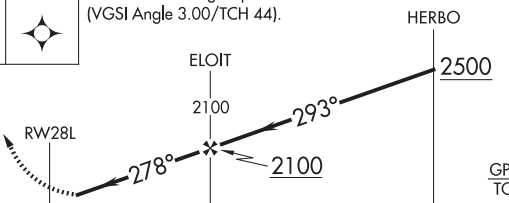
ELEV 906	TDZE 906



HIRL Rwy 10R-28L L
REIL Rwys 10L and 28R
REIL Rwys 18, 28L, and 36 L
MIRL Rwy 10L-28R
MIRL Rwy 18-36 L

2700 ZAMUD

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).



CATEGORY	A	B	C	D
LPV DA	1156-1 250 (300-1)			
LNAV/VNAV DA	1198-1 292 (300-1)			
LNAV MDA	1280-1 374 (400-1)		1280-1⅛ 374 (400-1⅛)	
C CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	1540-2 634 (700-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MINNEAPOLIS, MINNESOTA | AL-5094 (FAA) | 24081

WAAS CH 99709 W28A	APP CRS 278°	Rwy Idg 3901 / TDZE 904 / Apt Elev 906

RNAV (GPS) RWY 28R

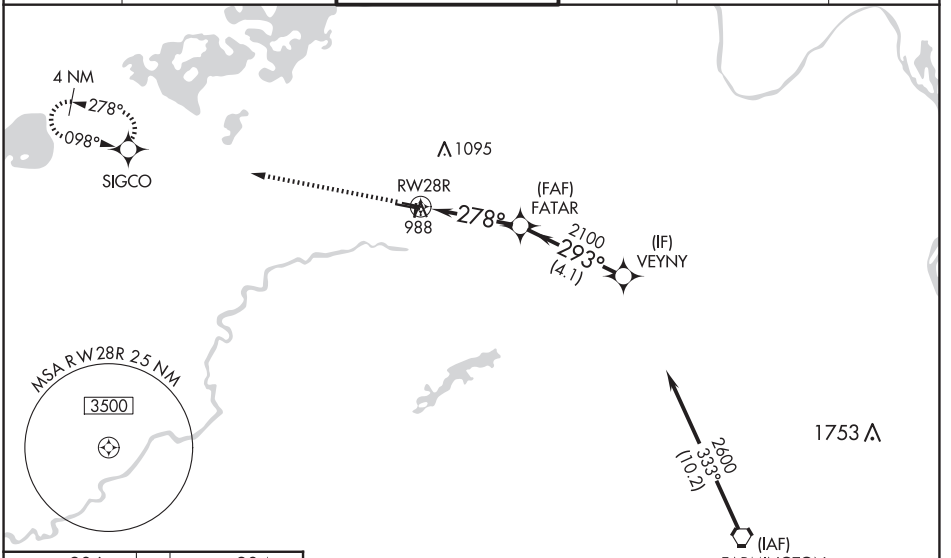
FLYING CLOUD (FCM)

RNP APCH.

T A 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 ¾ 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 ¼ mile. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

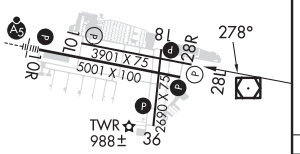
MISSED APPROACH: Climb to 2800 direct SIGCO and hold.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	134.7 284.7	119.15 (CTAF) L	121.7	121.7 (When twr closed)	122.95

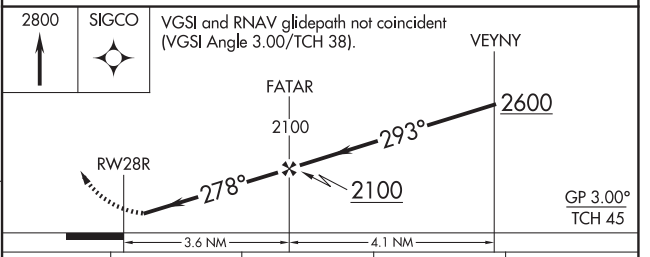


Procedure NA for arrivals on FGT VORTAC airway radials 258 CW 011.

ELEV 906 | TDZE 904



HIRL Rwy 10R-28L L
REIL Rwys 10L and 28R
REIL Rwys 18, 28L, and 36 L
MIRL Rwy 10L-28R
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	1154-1	250 (300-1)		
LNAV/VNAV DA	1154-1	250 (300-1)		
LNAV MDA	1240-1	336 (400-1)		
C CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	1540-2 634 (700-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82635 W36A	APP CRS 003°	Rwy Idg 2690 TDZE 905 Apt Elev 906

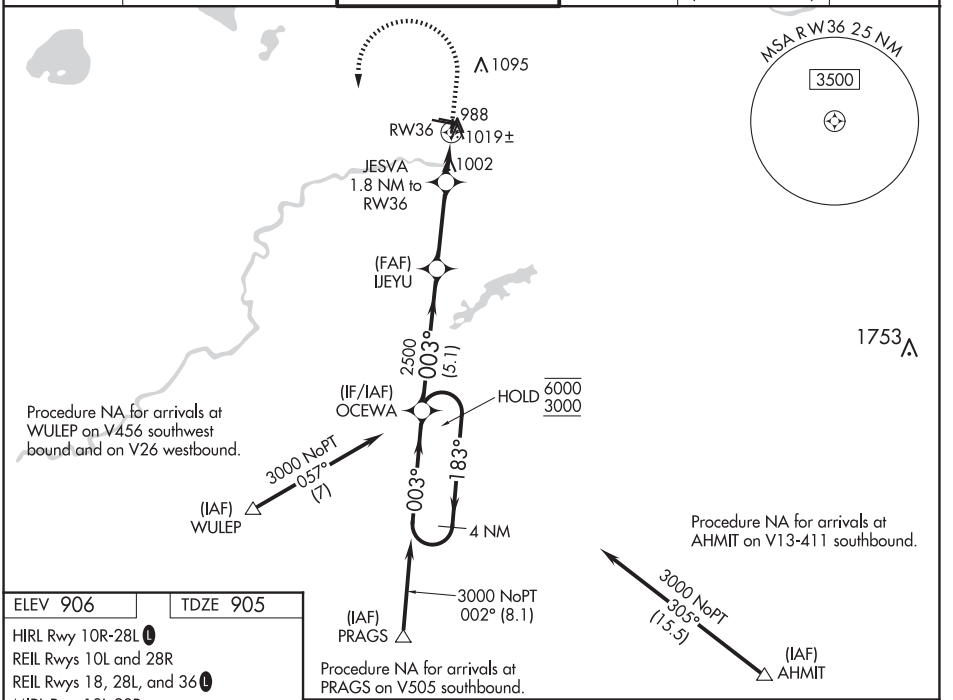
RNAV (GPS) RWY 36
FLYING CLOUD (FCM)

RNP APCH.

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 ⅛ 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.

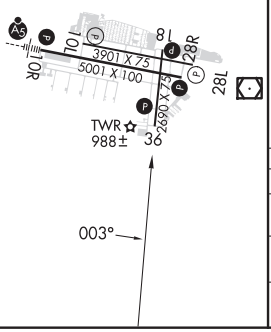
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OCEWA and hold.

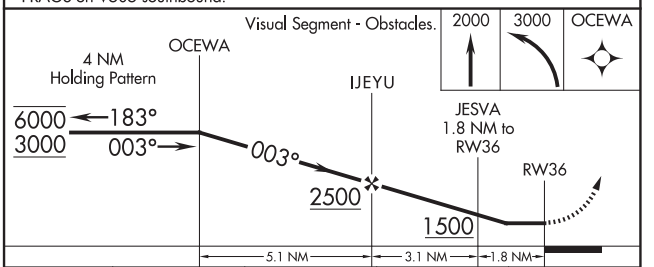
ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	134.7 284.7	119.15 (CTAF) L	121.7	121.7 (When twr closed)	122.95



ELEV 906 | TDZE 905

HIRL Rwy 10R-28L L
REIL Rwys 10L and 28R
REIL Rwys 18, 28L, and 36 L
MIRL Rwy 10L-28R
MIRL Rwy 18-36 L





CATEGORY	A	B	C	D
LP MDA	1260-1 355 (400-1)			NA
LNAV MDA	1280-1 375 (400-1)			NA
C CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME FCM	APP CRS	Rwy ldg	2690
117.7	035°	TDZE	905
Chan 124		Apt Elev	906

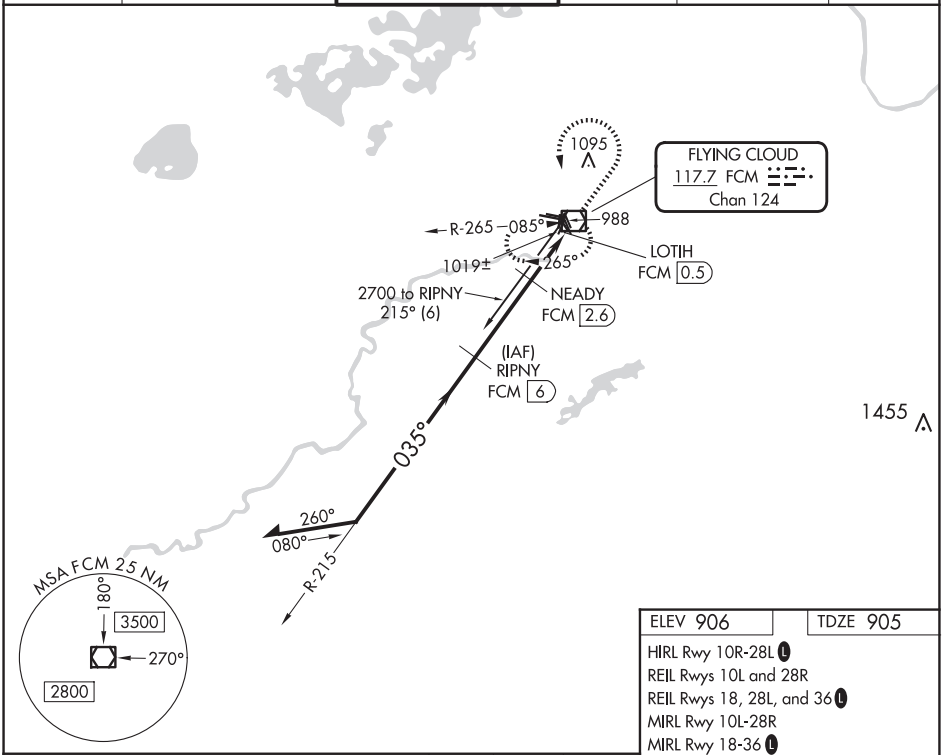
VOR/DME RWY 36

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 ⅛ 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.

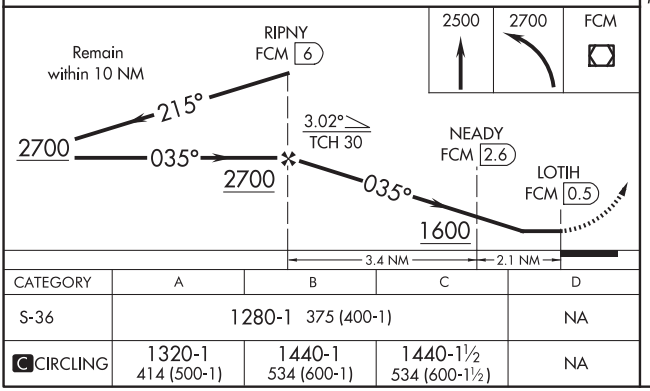
MISSED APPROACH: Climb to 2500 then climbing left turn to 2700 direct FCM VOR/DME and hold.

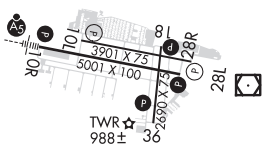
ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	134.7 284.7	119.15 (CTAF) L	121.7	121.7 (When twr closed)	122.95

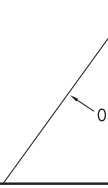


ELEV 906	TDZE 905

HIRL Rwy 10R-28L L
REIL Rwys 10L and 28R
REIL Rwys 18, 28L, and 36 L
MIRL Rwy 10L-28R
MIRL Rwy 18-36 L







CATEGORY	A	B	C	D
S-36	1280-1 375 (400-1)			NA
C CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME FCM	APP CRS	Rwy ldg	5001
117.7	100°	TDZE	906
Chan 124		Apt Elev	906

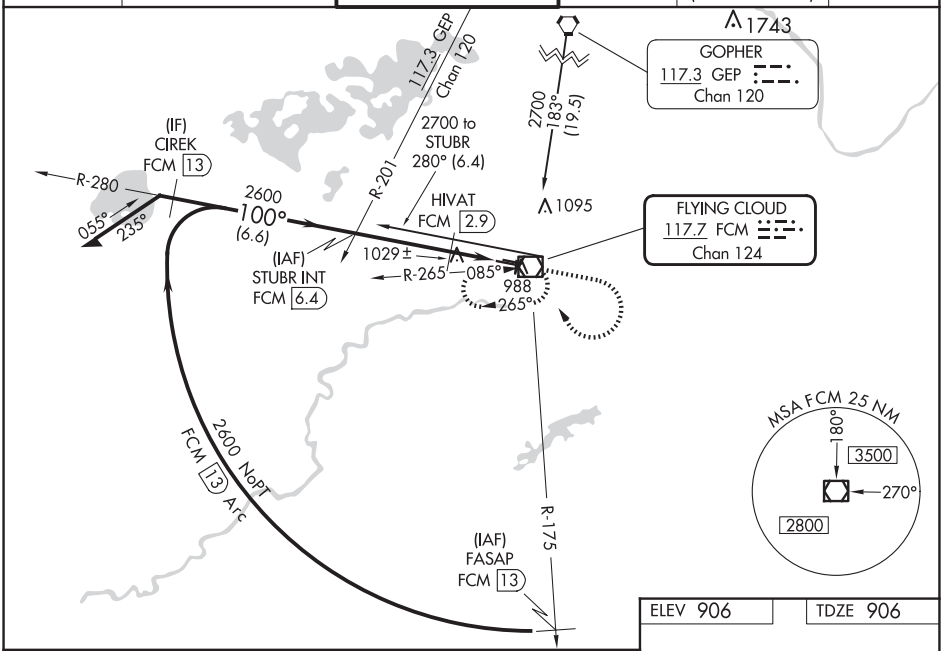
VOR RWY 10R
FLYING CLOUD (FCM)

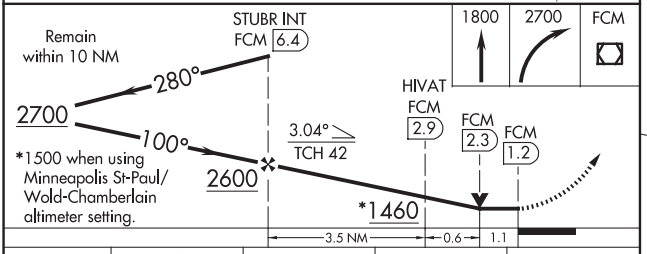
When local altimeter setting not received, use Minneapolis St-Paul/Wold-Chamberlain altimeter setting and increase all MDA 40 feet, HIVAT fix minimums: Increase S-10R Cat C visibility ¼ mile. For inoperative MALSR, HIVAT fix minimums: Increase S-10R Cat D visibility to 1¼ mile. VDP NA when using Minneapolis 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.

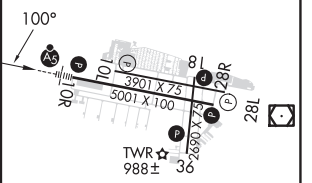
ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	134.7 284.7	119.15 (CTAF) L	121.7	121.7 (When twr closed)	122.95





CATEGORY	A	B	C	D
S-10R	1460-½ 554 (600-½)		1460-1 554 (600-1)	1460-1¼ 554 (600-1¼)
C CIRCLING	1460-1 554 (600-1)		1460-1½ 554 (600-1½)	1540-2 634 (700-2)
HIVAT FIX MINIMUMS (DME REQUIRED)				
S-10R	1280-½ 374 (400-½)			1280-1 374 (400-1)
C CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	1540-2 634 (700-2)

ELEV 906 TDZE 906



HIRL Rwy 10R-28L L
REIL Rwys 10L and 28R
REIL Rwys 18, 28L, and 36 L
MIRL Rwys 10L-28R
MIRL Rwys 18-36 L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LOC I-FCM	APP CRS	Rwy ldg	5001
109.7	098°	TDZE	906
		Apt Elev	906

COPTER ILS or LOC RWY 10R

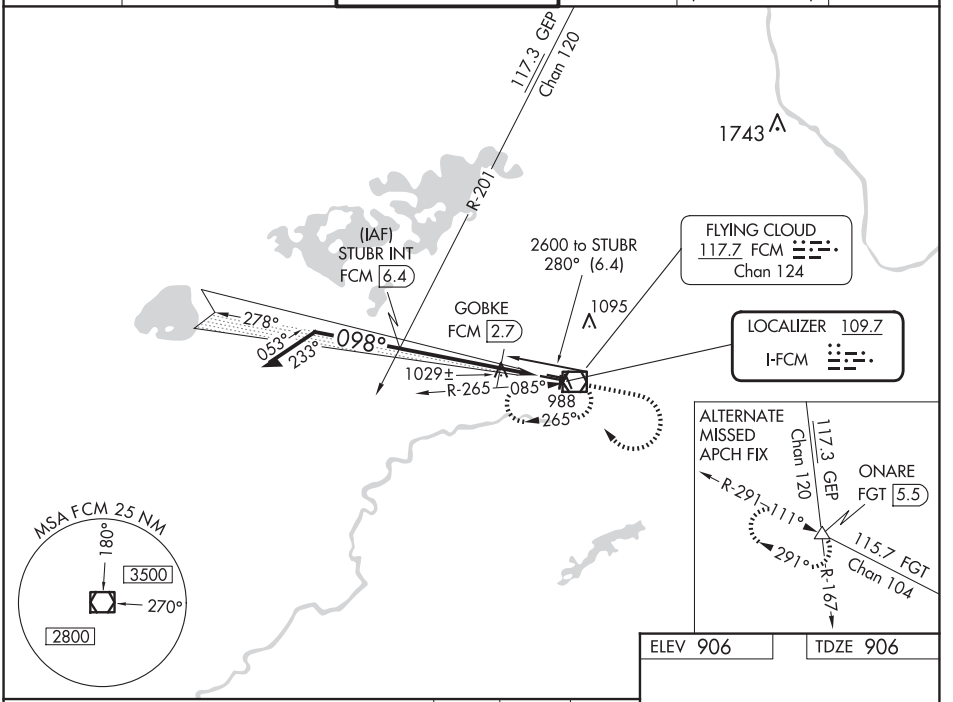
FLYING CLOUD (FCM)

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.

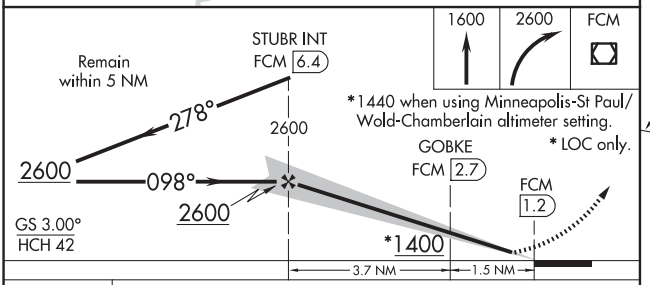
MALSR

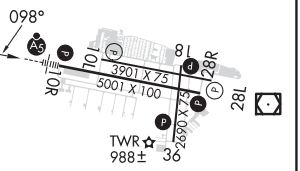
MISSED APPROACH: Climb to 1600 then climbing right turn to 2600 direct FCM VOR/DME and hold, continue climb-in-hold to 2600.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	134.7 284.7	119.15 (CTAF) L	121.7	121.7 (When twr closed)	122.95



ELEV 906	TDZE 906





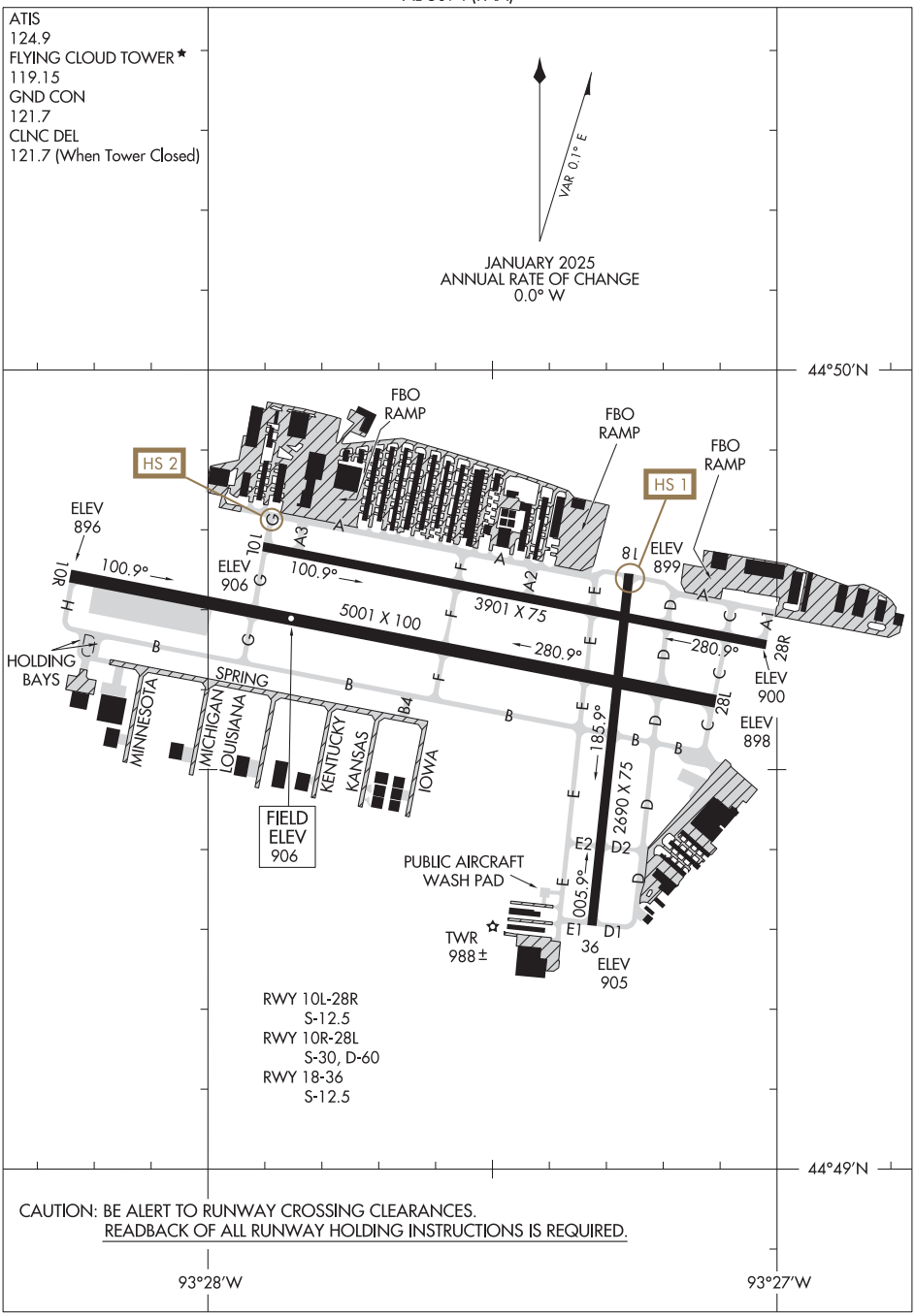
CATEGORY	COPTER
H-ILS 10R	1106-¼ 200 (200-¼)
H-LOC 10R	1400-¼ 494 (500-¼)
GOBKE FIX MINIMUMS (DME REQUIRED)	
H-LOC 10R	1280-¼ 374 (400-¼)

HIRL Rwy 10R-28L L
REIL Rwys 10L and 28R
REIL Rwys 18, 28L, and 36 L
MIRL Rwy 10L-28R
MIRL Rwy 18-36 L

FAF to MAP 5.2 NM

Knots	45	60	75	90	105
Min:Sec	6:56	5:12	4:10	3:28	2:58

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

(COULT7.COULT) 23334

COULT SEVEN DEPARTURE

AL-5094 (FAA)

FLYING CLOUD (FCM)
MINNEAPOLIS, MINNESOTA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude 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 LMFRY INT, then on DLL R-296 to DLL VORTAC.

NC-1, 07 AUG 2025 to 02 OCT 2025

COULT SEVEN DEPARTURE
(COULT7.COULT) 29MAR18

MINNEAPOLIS, MINNESOTA
FLYING CLOUD (FCM)

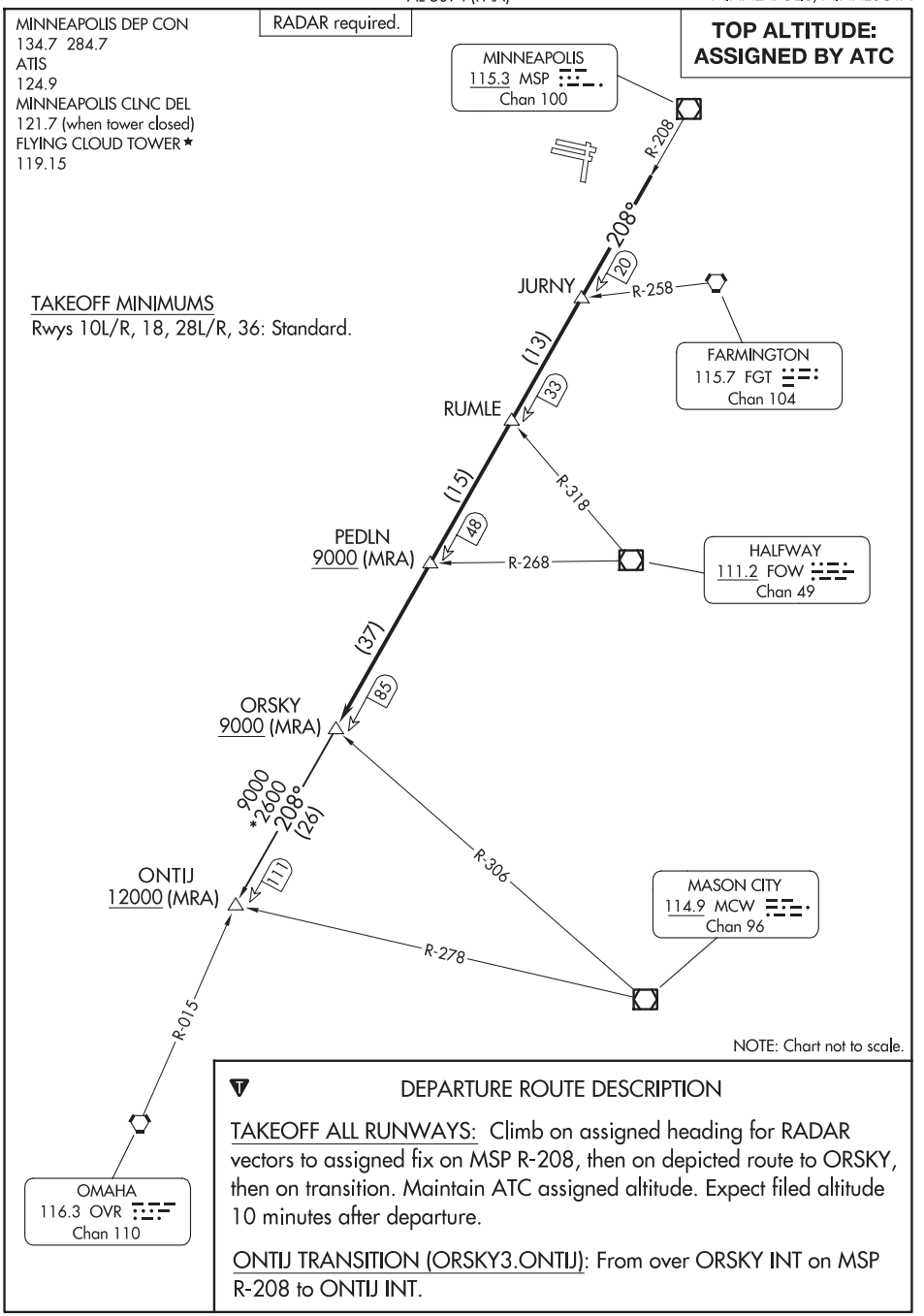
MINNEAPOLIS DEP CON
134.7 335.65
ATIS
124.9
MINNEAPOLIS CLNC DEL
121.7 (when tower closed)
FLYING CLOUD TOWER★
119.15
RADAR required.
TOP ALTITUDE:
ASSIGNED BY ATC
FARGO
116.2 FAR
Chan 109
R-116
14000
*3300
296°
(120)
KBREW
14000
(55)
(21)
HOMUR
(13)
(34)
HRBEK
293°
(21)
GOPHER
117.3 GEP
Chan 120
FLYING CLOUD
117.7 FCM
Chan 124
REDWOOD FALLS
113.3 RWF
Chan 80
R-014
R-031
R-040
N
MSA FCM 25 NM
080
3500
270°
2800
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.

(ORSKY3.ORSKY) 23334

ORSKY THREE DEPARTURE

AL-5094 (FAA)

FLYING CLOUD (FCM)
MINNEAPOLIS, MINNESOTA



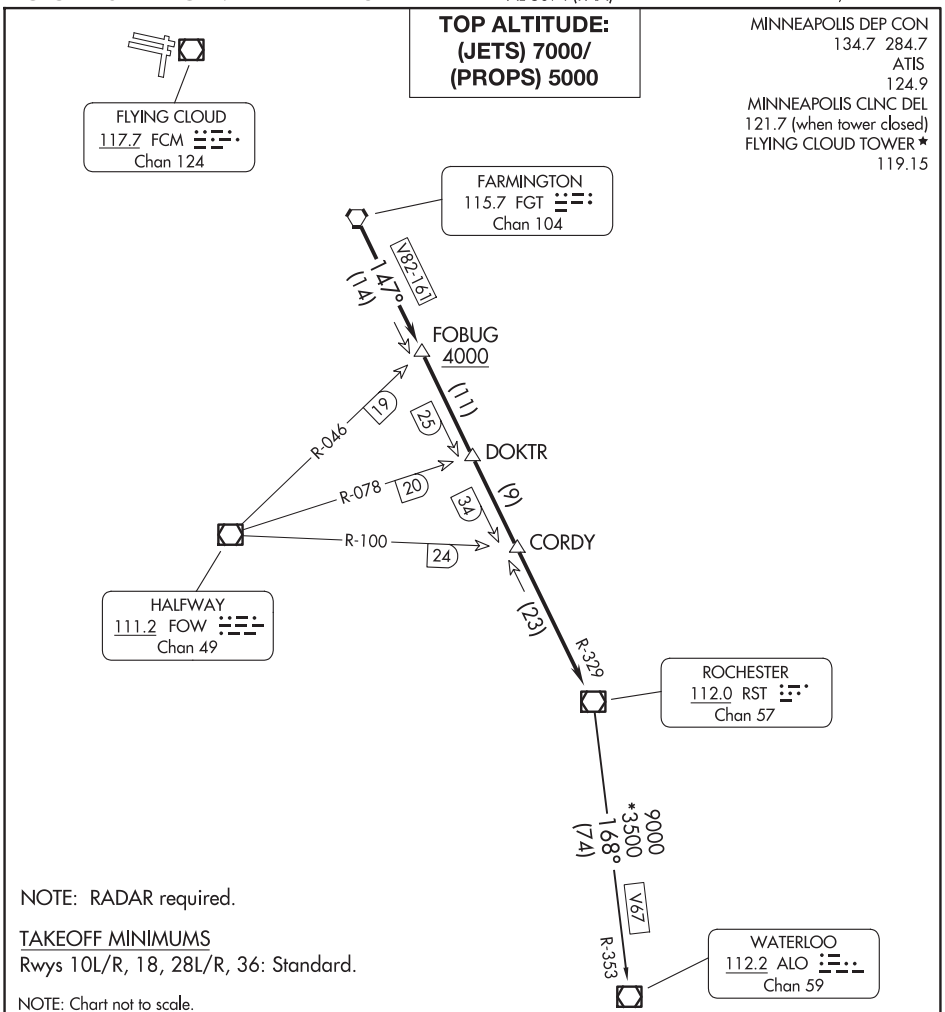
DEPARTURE ROUTE DESCRIPTION

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, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025



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.

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

SCHEP ONE DEPARTURE

(SCHEP1.SCHEP) 08SEP22

MINNEAPOLIS, MINNESOTA

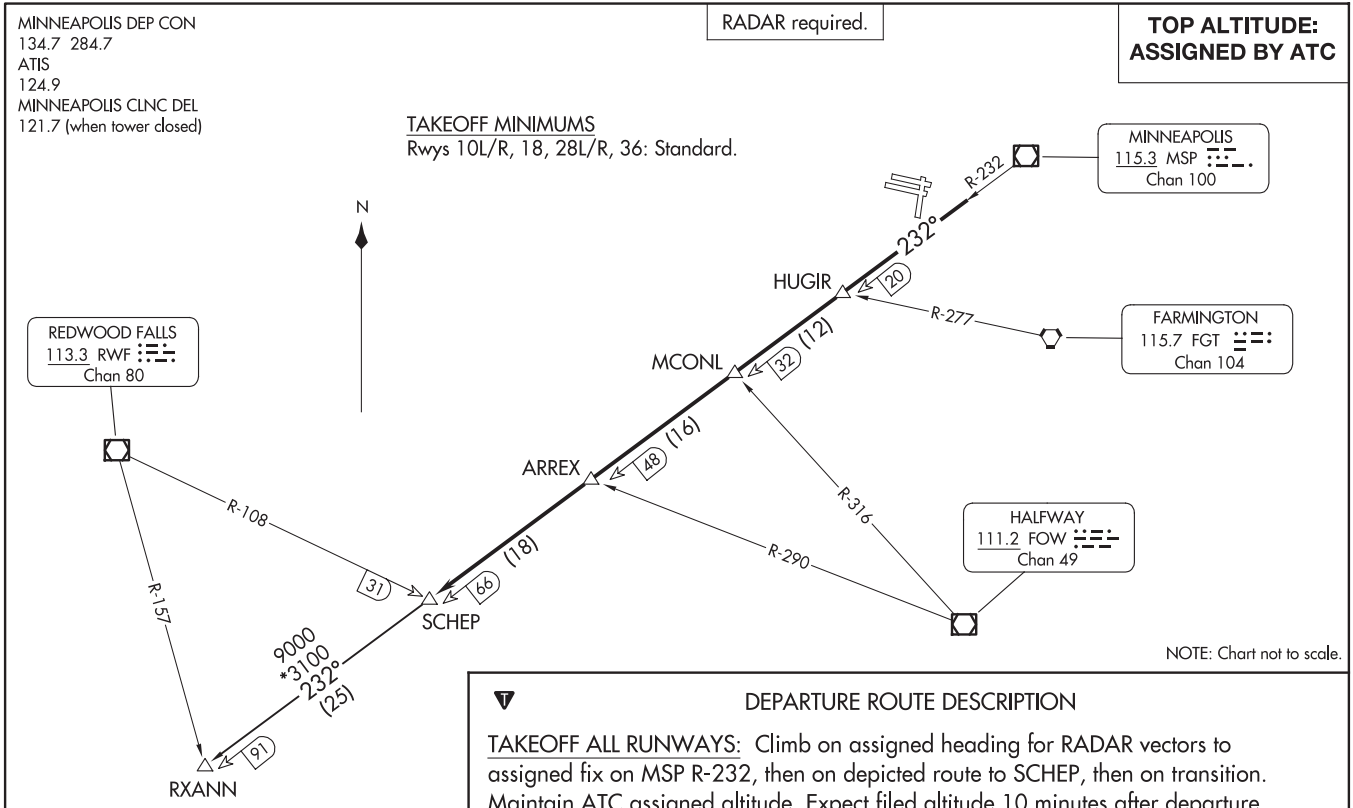
FLYING CLOUD (FCM)

MINNEAPOLIS DEP CON
134.7 284.7
ATIS
124.9
MINNEAPOLIS CLNC DEL
121.7 (when tower closed)

RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC

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 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.

RXANN TRANSITION (SCHEP1.RXANN): From over SCHEP INT on MSP R-232 to RXANN INT.

SCHEP ONE DEPARTURE
(SCHEP1.SCHEP) 23334
MINNEAPOLIS, MINNESOTA
FLYING CLOUD (FCM)

TOP ALTITUDE:
(JETS) 7000/
(PROPS) 5000
MINNEAPOLIS DEP CON
134.7 335.65
ATIS
124.9
MINNEAPOLIS CLNC DEL
121.7 (when tower closed)
FLYING CLOUD TOWER★
119.15
TAKEOFF MINIMUMS
Rwys 10L/R, 18, 28L/R, 36: Standard.
N
GOPHER
117.3 GEP
Chan 120
R-072
31
SNINE
(16)
47
DWIYT
072°
(55)
102
WLSTN
J522
FL180
115°
(132)
R-295
GREEN BAY
115.5 GRB
Chan 102
MINNEAPOLIS
115.3 MSP
Chan 100
DEPARTURE ROUTE DESCRIPTION
TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude 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.
NOTE: RADAR required.
NOTE: Chart not to scale.
NC-1, 07 AUG 2025 to 02 OCT 2025

(ZMBRO7.ZMBRO) 23334

ZMBRO SEVEN DEPARTURE

AL-5094 (FAA)

FLYING CLOUD (FCM)
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

TOP ALTITUDE:
(JETS) 7000/
(PROPS) 5000

TAKEOFF MINIMUMS
Rwys 10L/R, 18, 28L/R, 36: Standard.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude 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.

MINNEAPOLIS
115.3 MSP
Chan 100

138°
(34)

JEDET
4000

121°
(14)

ZMBRO

9000
*2800
121°
(50)

R-301

NODINE
117.9 ODI
Chan 126

ROCHESTER
112.0 RST
Chan 57

R-006

34

HALFWAY
111.2 FOW
Chan 49

R-050

32

NOTE: RADAR required.
NOTE: Chart not to scale.

NC-1, 07 AUG 2025 to 02 OCT 2025

ZMBRO SEVEN DEPARTURE
(ZMBRO7.ZMBRO) 17AUG17

MINNEAPOLIS, MINNESOTA
FLYING CLOUD (FCM)

NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 12L

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

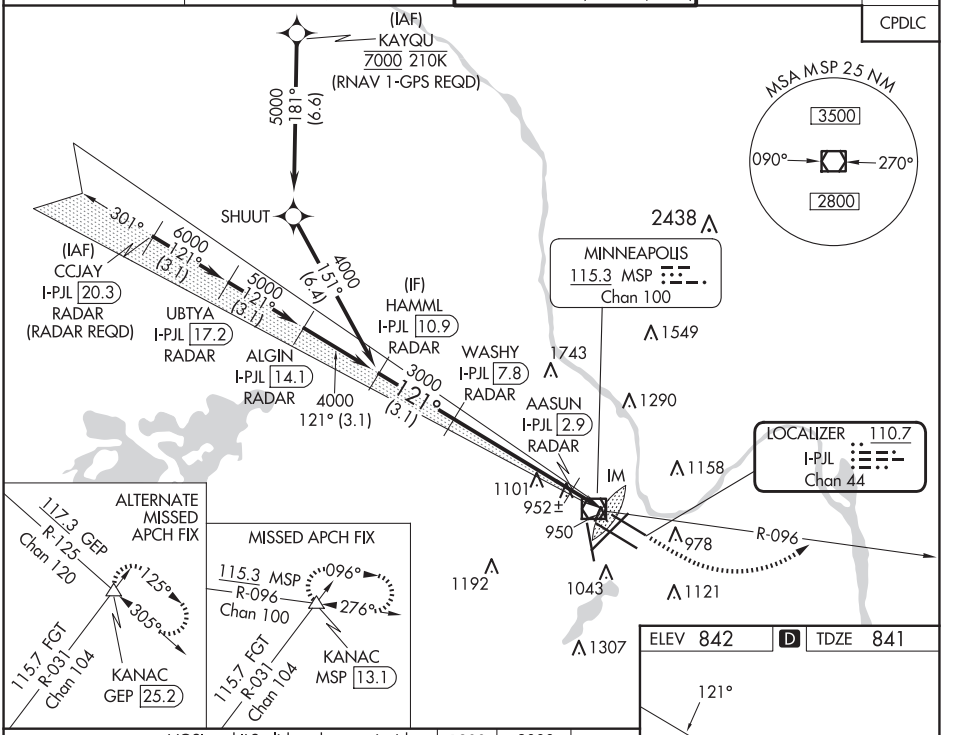
LOC/DME I-PJL	APP CRS	Rwy Idg	7620
110.7	121°	TDZE	841
Chan 44		Apt Elev	842

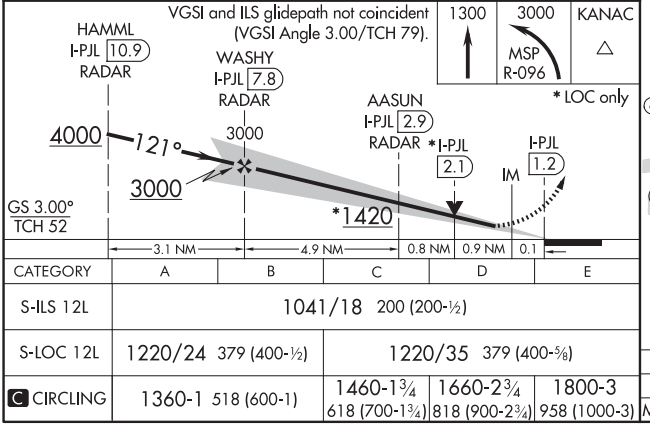
T A Simultaneous approach authorized with Rwy 12R. For inop ALS, increase S-ILS 12L Cat E visibility to RVR 4000, S-LOC 12L Cat C/D/E visibility to RVR 5500. DME or RADAR required.

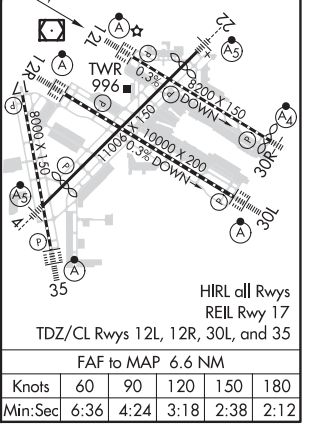
ALSF-2

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 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







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 (400-⅝)		
C CIRCLING	1360-1 518 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 12R

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

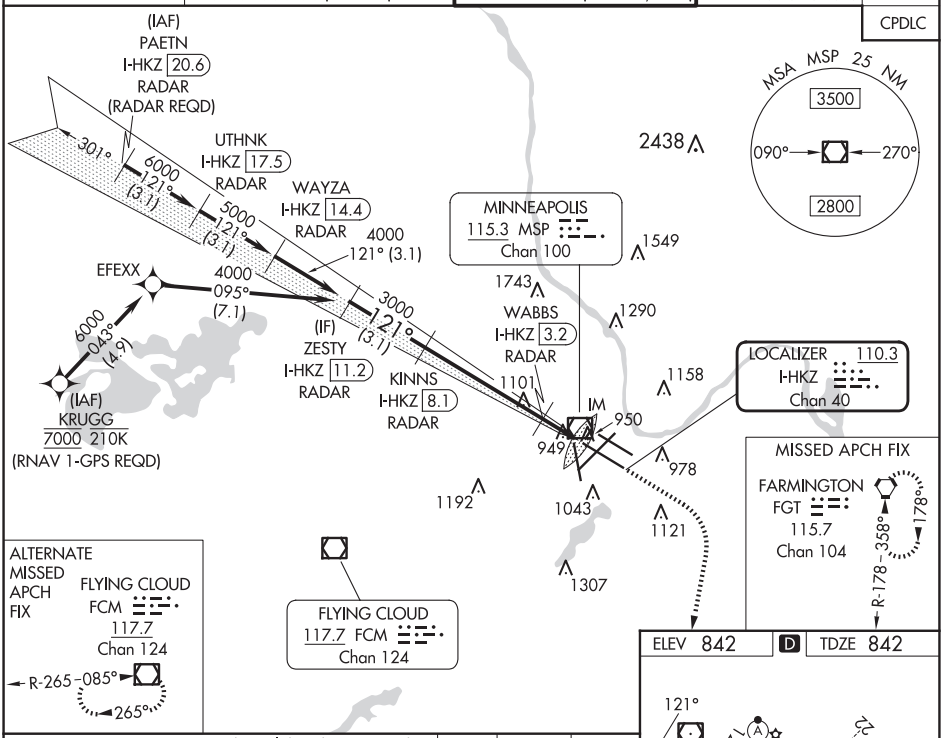
LOC/DME I-HKZ	APP CRS	Rwy ldg	10000
110.3	121°	TDZE	842
Chan 40		Apt Elev	842

T A 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.

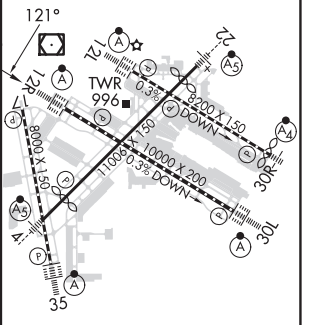
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct FGT VORTAC and hold.

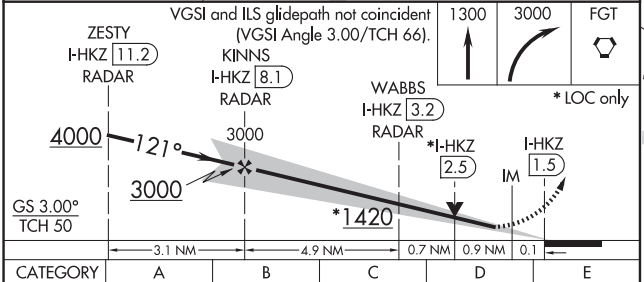
D-ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	118.725 335.65 (Rwy 35)	123.675 273.55 (17-35)	N 121.8 348.6	133.2
DEP 120.8	119.3 335.65 (12L-30R, 4-22, 17)	123.95 273.55 (12L-30R)	S 121.9 348.6	
	126.95 335.65 (12R-30L)	126.7 273.55 (12R-30L, 4-22)	W 127.925 348.6	CPDLC



ELEV 842 D TDZ 842



HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35



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 (400-⅝)		
C CIRCLING	1360-1 518 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 30L

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

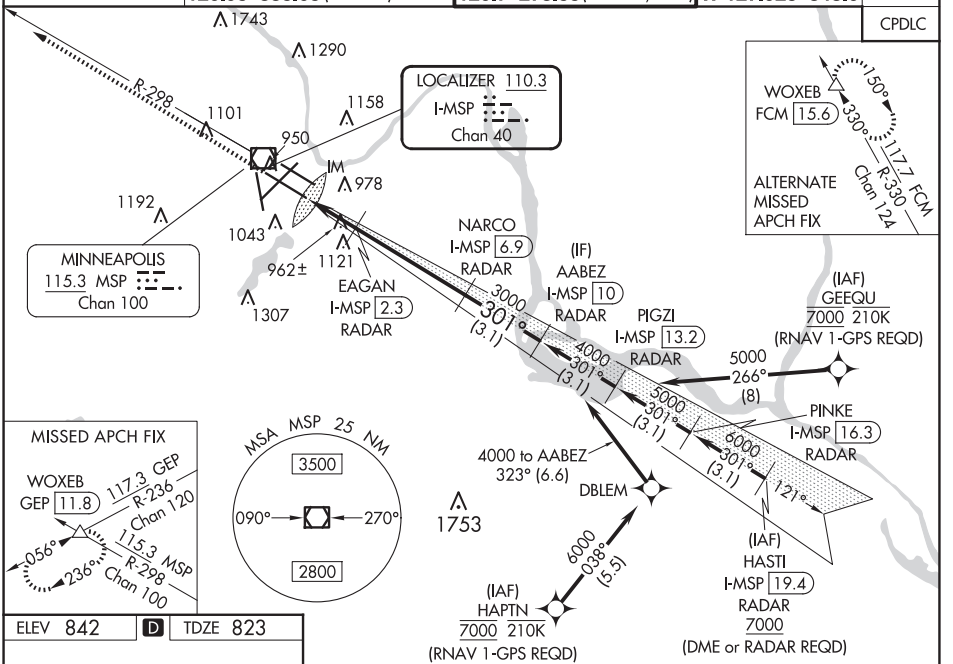
LOC/DME I-MSP	APP CRS	Rwy ldg	10000
110.3	301°	TDZE	823
Chan 40		Apt Elev	842

T A 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.

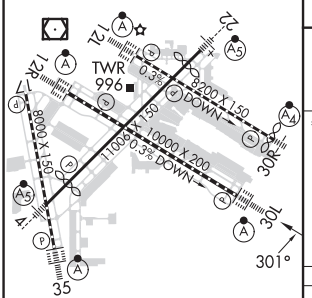
ALSF-2

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	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	CPDLC



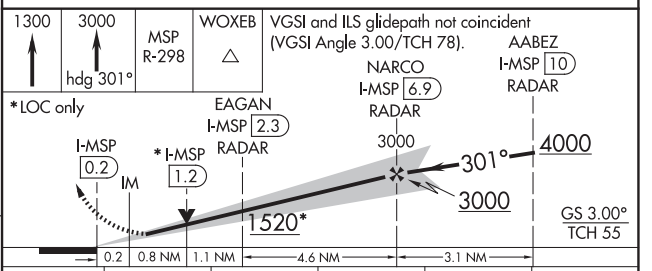
ELEV 842 | D | TDZE 823



HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 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



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 (400-⅝)		
C CIRCLING	1360-1 518 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 30R

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

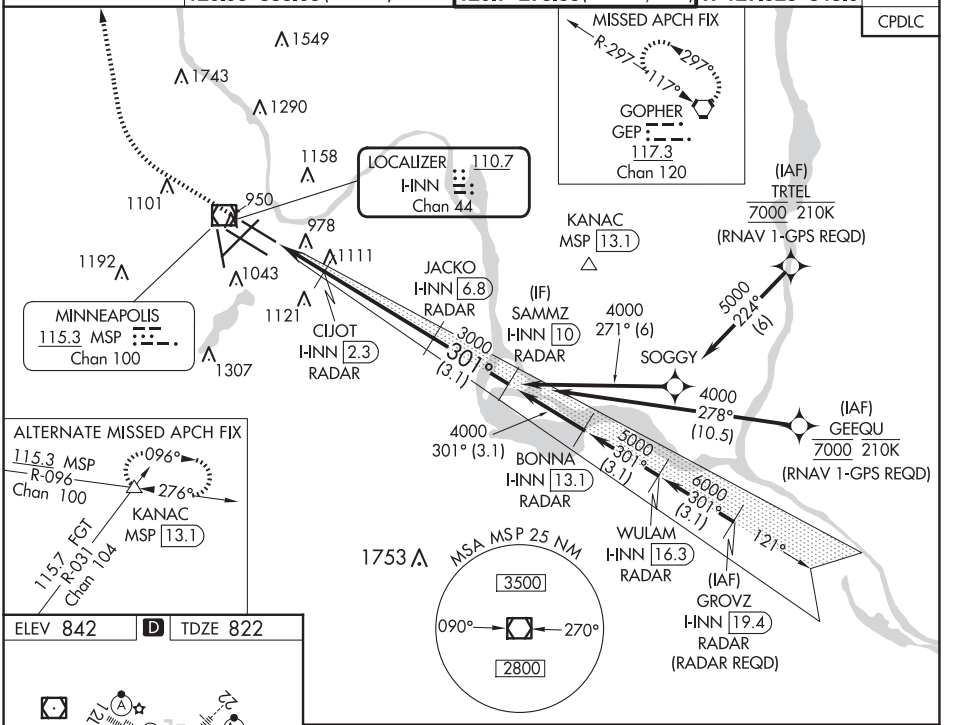
LOC/DME I-INN	APP CRS	Rwy Idg	8000
110.7	301°	TDZE	822
Chan 44		Apt Elev	842

T A Simultaneous approaches authorized with Rwy 30L and ILS V RWY 35 (CONVERGING). For inop ALS, increase S-LOC 30R Cat D/E visibility to 1⅜ SM. Inop table does not apply to S-ILS 30R all Cats. DME or RADAR required.

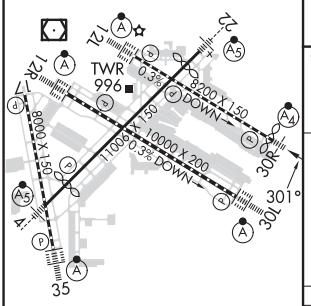
MALSF

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	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	CPDLC



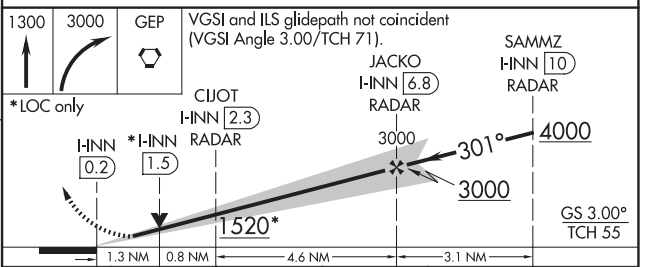
ELEV 842	D	TDZ 822



HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 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



CATEGORY	A	B	C	D	E
S-ILS 30R	1072/40 250 (300-¾)				
S-LOC 30R	1320/40 498 (500-¾)		1320/60 498 (500-1¼)		
C CIRCLING	1360-1 518 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

ILS Z or LOC RWY 35

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

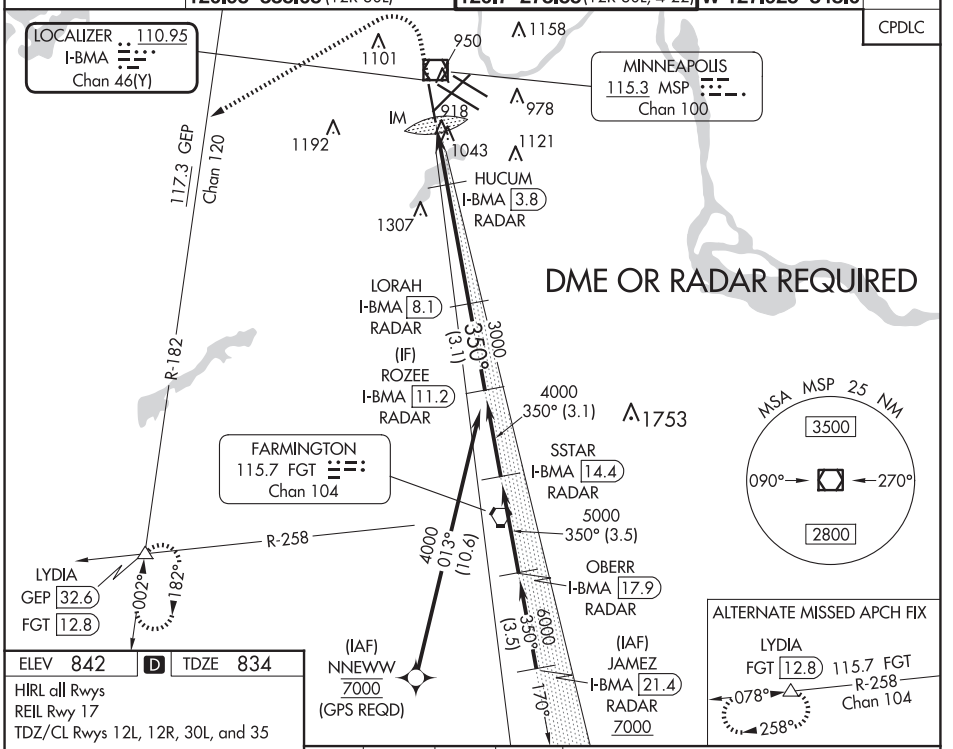
LOC/DME I-BMA	APP CRS	Rwy Idg	8000
110.95	350°	TDZE	834
Chan 46 (Y)		Apt Elev	842

T A 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.

ALSF-2

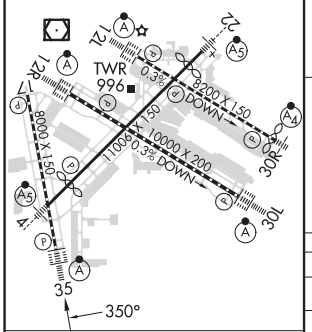
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME and hold.

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	CPDLC

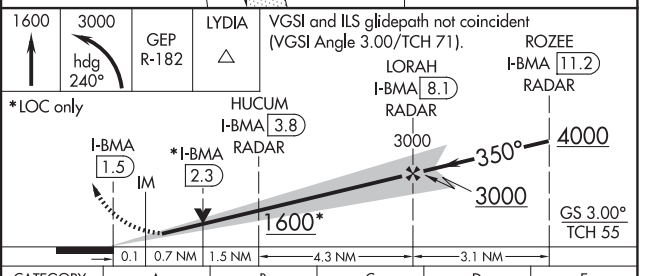


ELEV 842 D TDZE 834

HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35



FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



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 (400-⅝)		
C CIRCLING	1360-1 518 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 12L (SA CAT I)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

LOC/DME I-PJL	APP CRS	Rwy Idg	7620
110.7	121°	TDZE	841
Chan 44		Apt Elev	842

T A Simultaneous approach authorized with Rwy 12R. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME or RADAR required.

ALSF-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 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

(IAF) KAYQU 7000 210K (RNAV 1-GPS REQD)

5000 181° (6.6)

SHUUT

(IAF) CCJAY I-PJL 20.3 RADAR (RADAR REQD)

301° 6000 121° (3.1)

5000 121° (3.1)

UBTYA I-PJL 17.2 RADAR

ALGIN I-PJL 14.1 RADAR

4000 121° (3.1)

4000 151° (6.4)

(IF) HAMML I-PJL 10.9 RADAR

3000 121° (3.1)

WASHY I-PJL 7.8 RADAR

MSA MSP 25 NM: 3500; 090° 270°; 2800

2438

MINNEAPOLIS 115.3 MSP Chan 100

1549

1743

1290

LOCALIZER 110.7 I-PJL Chan 44

1158

1101

IM

952±

950

978

R-096

1192

1043

1121

1307

ALTERNATE MISSED APCH FIX: 117.3 GEP R-125 Chan 120; 125° 305°; 115.7 FGT R-031 Chan 104; KANAC GEP 25.2

MISSED APCH FIX: 115.3 MSP R-096 Chan 100; 096° 276°; 115.7 FGT R-031 Chan 104; KANAC MSP 13.1

ELEV 842 D TDZE 841

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 79).

1300	3000	KANAC
	MSP R-096	△

HAMML I-PJL 10.9 RADAR

WASHY I-PJL 7.8 RADAR

4000 121° 3000

3000

IM

GS 3.00° TCH 52

3.1 NM 6.6 NM 1345'

CATEGORY	A	B	C	D
S-ILS 12L	RA 147/14 150 DA 991			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TWR 996

12L 12R 22 30R 30L 35

8200 X 150 0.3% DOWN

8000 X 150

10000 X 150

10000 X 200 0.3% DOWN

HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 12R (SA CAT I)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

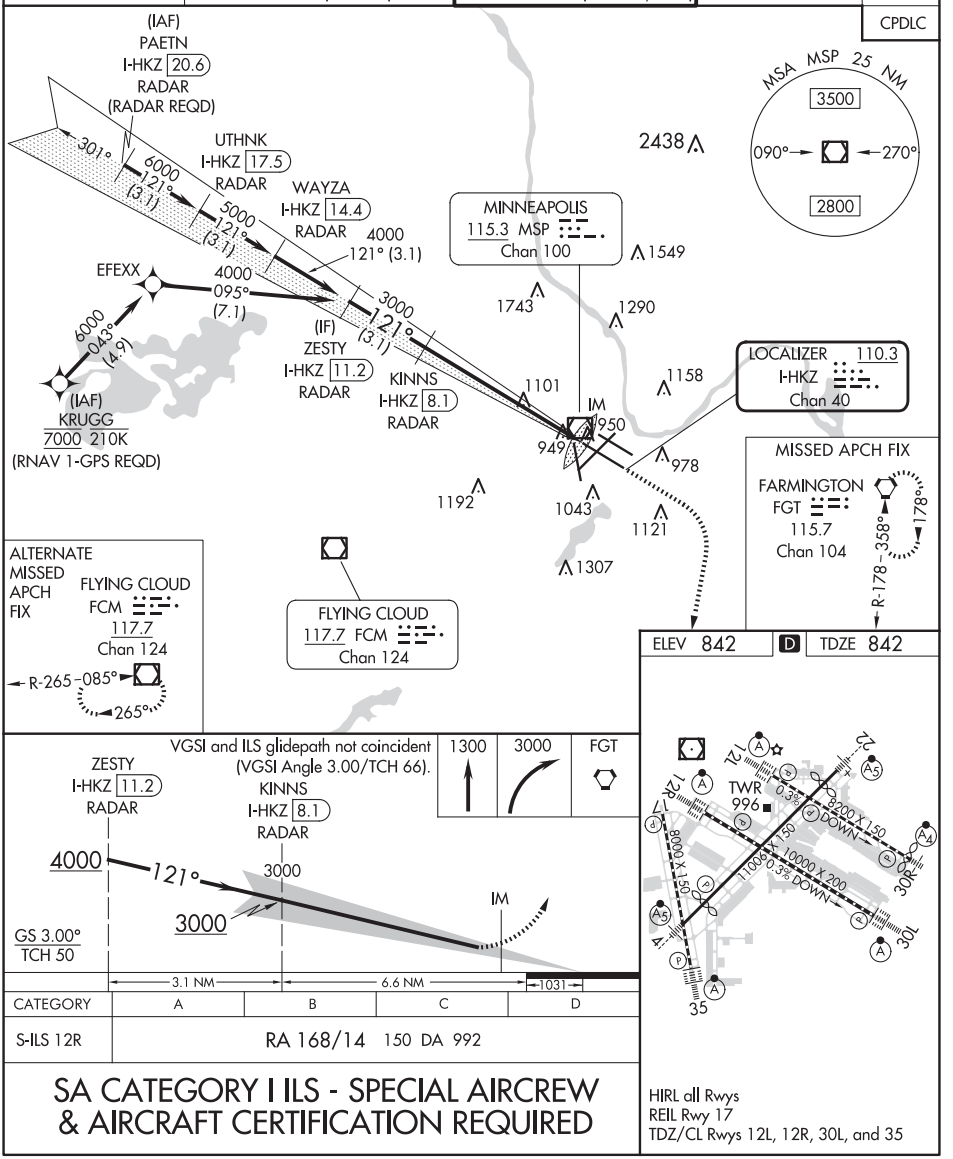
LOC/DME I-HKZ	APP CRS	Rwy ldg	10000
110.3	121°	TDZE	842
Chan 40		Apt Elev	842

T A DME or RADAR required. Simultaneous approach authorized with Rwy 12L. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

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	CPDLC



CATEGORY	A	B	C	D
S-ILS 12R	RA 168/14 150 DA 992			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 35 (SA CAT I)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

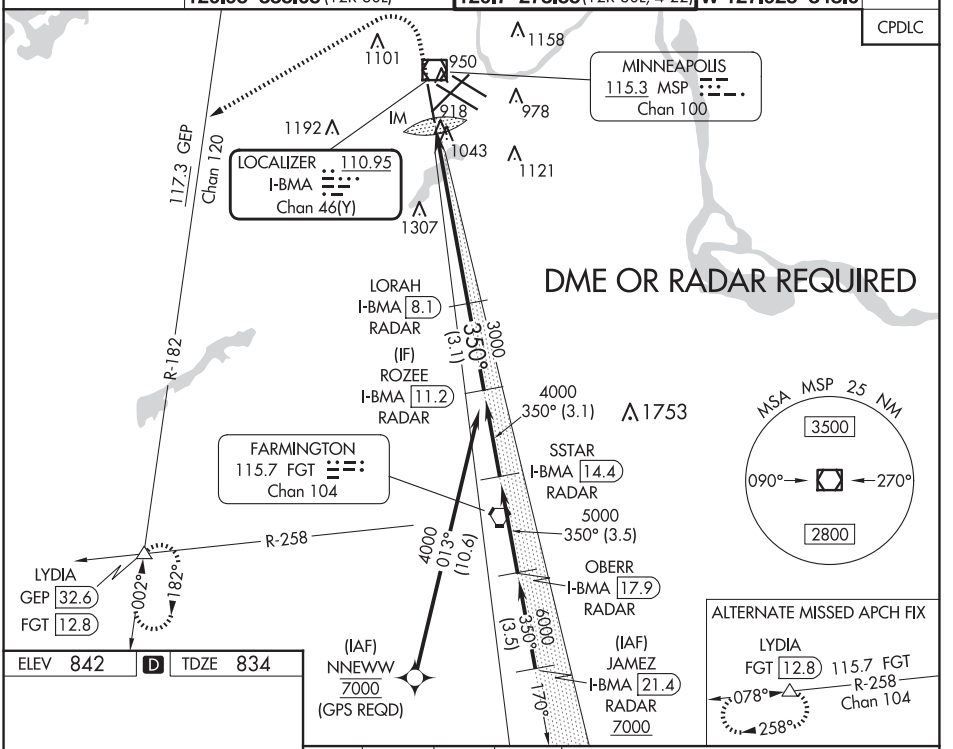
LOC/DME I-BMA	APP CRS	Rwy Idg	8000
110.95	350°	TDZE	834
Chan 46 (Y)		Apt Elev	842

T A DME or RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

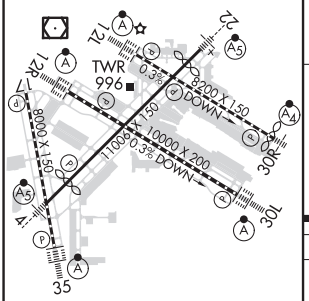
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME 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	CPDLC



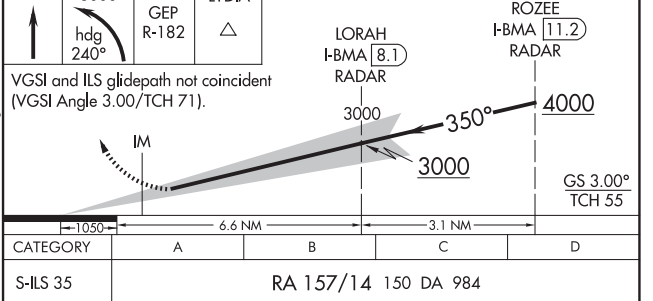
ELEV 842 D TDZE 834



HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

1600	3000	GEP	LYDIA
	hdg 240°	R-182	△

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).



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, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-MSP	APP CRS	Rwy ldg	10000
110.3	301°	TDZE	823
Chan 40		Apt Elev	842

ILS RWY 30L (CAT II)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

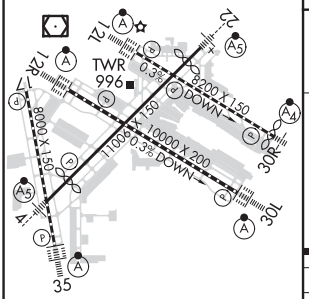
T A DME or RADAR required. Simultaneous approaches authorized with Rwy 30R and ILS V RWY 35 (CONVERGING). RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

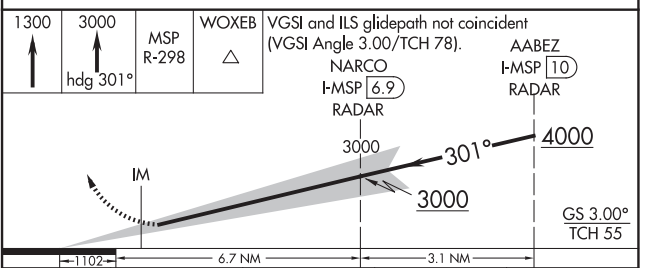
ALSF-2

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	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	CPDLC

ELEV 842	D	TDZE 823





CATEGORY	A	B	C	D
S-ILS 30L	RA NA/12 100 DA 923			

HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 12L (CAT II & III)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

LOC/DME I-PJL	APP CRS	Rwy Idg	7620
110.7	121°	TDZE	841
Chan 44		Apt Elev	842

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.

ALSF-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 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

(IAF) KAYQU 7000 210K (RNAV 1-GPS REQD)

5000 181° (6.6)

SHUUT

(IAF) CCJAY I-PJL 20.3 RADAR (RADAR REQD)

UBTYA I-PJL 17.2 RADAR

ALGIN I-PJL 14.1 RADAR

(IF) HAMML I-PJL 10.9 RADAR

WASHY I-PJL 7.8 RADAR

301° 6000 121° (3.1)

5000 121° (3.1)

4000 121° (3.1)

4000 151° (6.4)

3000 121° (3.1)

MSA MSP 25 NM
3500
090° 270°
2800

2438

MINNEAPOLIS 115.3 MSP Chan 100

1549 1743 1290 1158 1101 1192 1043 1121 1307

LOCALIZER 110.7 I-PJL Chan 44

IM

952± 950

978 R-096

ALTERNATE MISSED APCH FIX
117.3 GEP R-125 Chan 120
125° 305°
115.7 FGT R-031 Chan 104
KANAC GEP 25.2

MISSED APCH FIX
115.3 MSP R-096 Chan 100
096° 276°
115.7 FGT R-031 Chan 104
KANAC MSP 13.1

ELEV 842 D TDZE 841

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 79).

1300	3000	KANAC
	MSP R-096	△

HAMML I-PJL 10.9 RADAR

WASHY I-PJL 7.8 RADAR

4000 121° 3000

3000

IM 938

GS 3.00° TCH 52

3.1 NM 6.6 NM 1345'

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

TWR 996

12L 12R 30R 30L 35 12 8200 X 150 0.3% DOWN 8000 X 150 10000 X 200 0.3% DOWN

HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 12R (CAT II & III)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

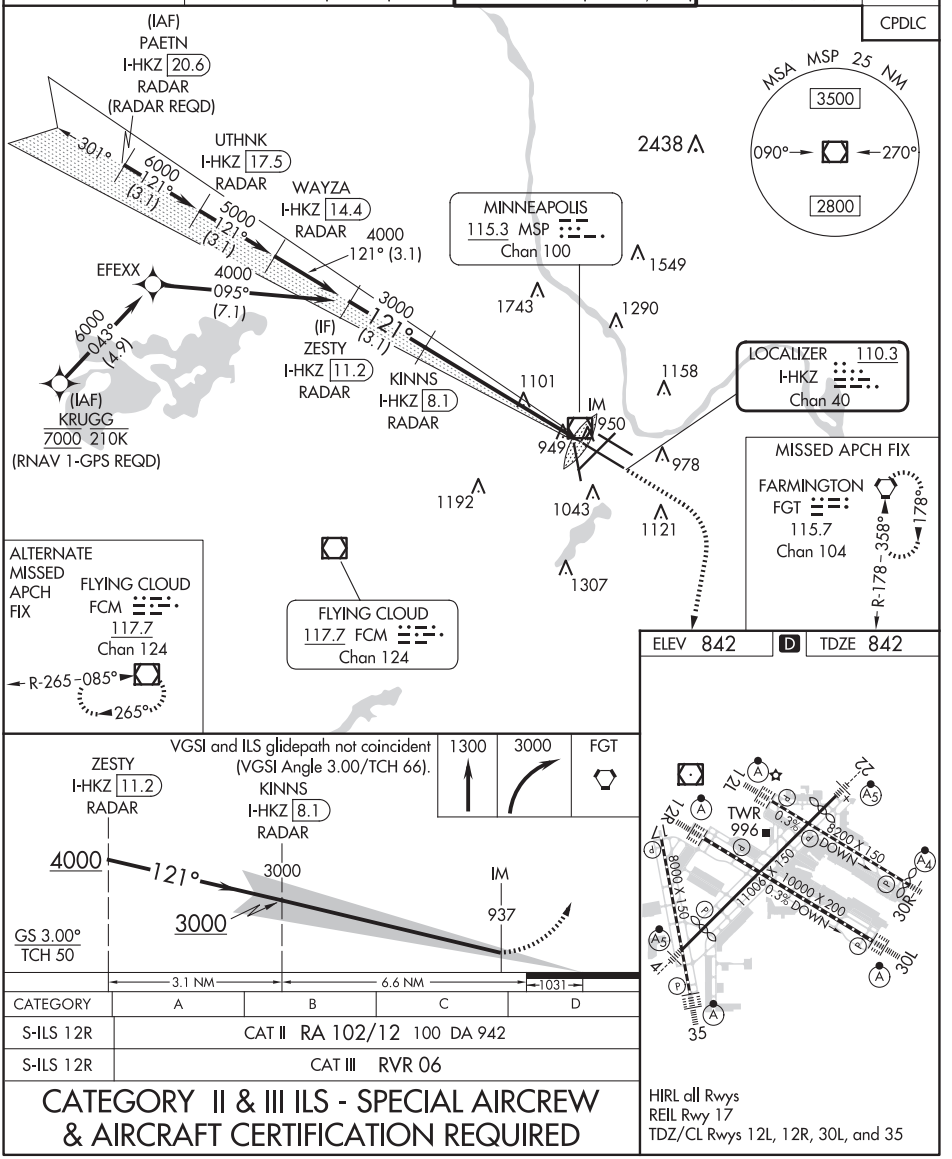
LOC/DME I-HKZ	APP CRS	Rwy ldg 10000
110.3	121°	TDZE 842
Chan 40		Apt Elev 842

DME or RADAR required. Simultaneous approach authorized with Rwy 12L.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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	CPDLC



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 & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 35 (CAT II & III)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

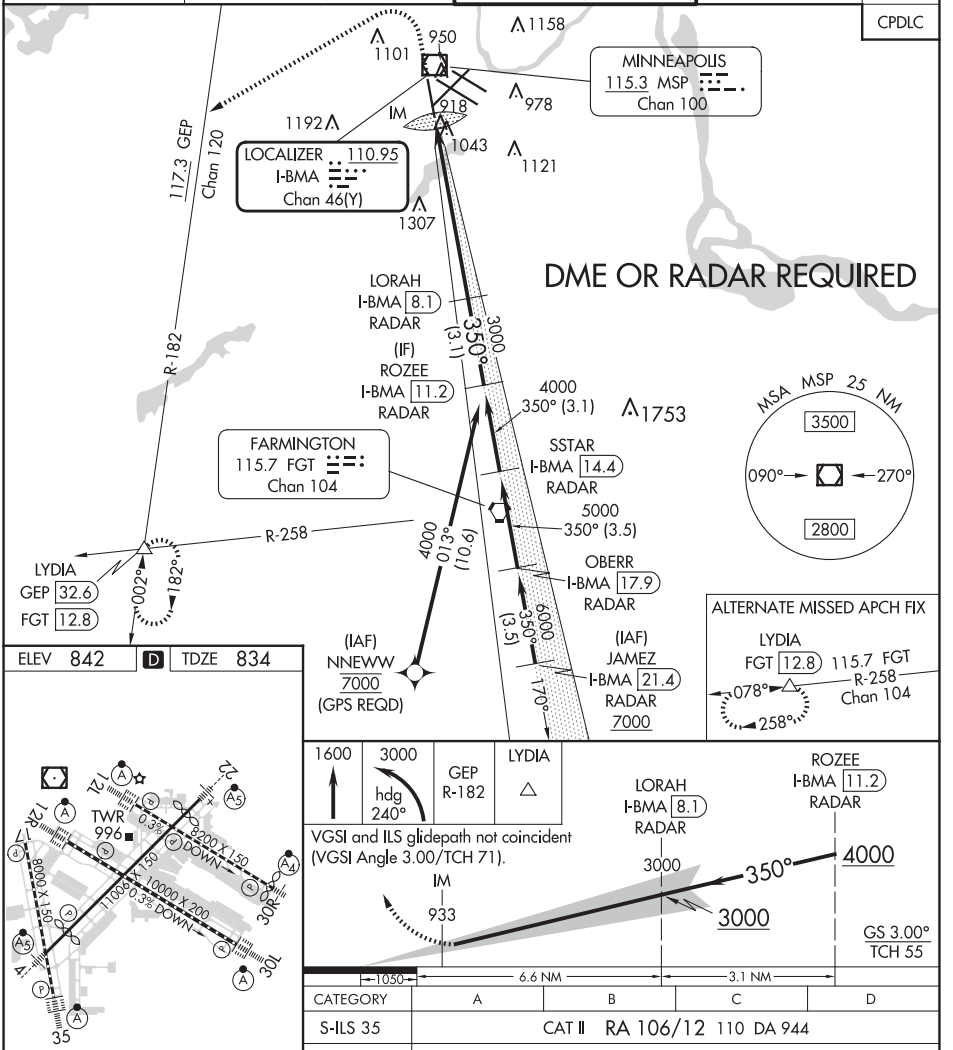
LOC/DME I-BMA	APP CRS	Rwy Idg	8000
110.95	350°	TDZE	834
Chan 46 (Y)		Apt Elev	842

T
A DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME 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	CPDLC



ELEV 842 D TDZE 834

HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

1600	3000	GEP	LYDIA
↑	hdg 240°	R-182	△

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

CATEGORY	A	B	C	D
S-ILS 35	CAT II RA 106/12 110 DA 944			
S-ILS 35	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-1, 07 AUG 2025 to 02 OCT 2025

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ILS V RWY 35 (CONVERGING)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

LOC/DME I-BMA	APP CRS	Rwy Idg	8000
110.95	350°	TDZE	834
Chan 46 (Y)		Apt Elev	842

Inop table does not apply.
NA No autoland on ILS V RWY 35 (CONVERGING).
Simultaneous approach authorized.

ALSF-2

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.

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	CPDLC

LOCALIZER 110.95 I-BMA Chan 46(Y)

MINNEAPOLIS 115.3 MSP Chan 100

1101 950 1158 978 IM 1192 1043 1121 1307

117.3 GEP Chan 120

R-182

DME OR RADAR REQUIRED

LORAH I-BMA 8.1 RADAR

(IF) ROZEE I-BMA 11.2 RADAR

350° (3.1) 3000 4000 1753

FARMINGTON 115.7 FGT Chan 104

SSTAR I-BMA 14.4 RADAR

5000 350° (3.5)

R-258

OBERR I-BMA 17.9 RADAR

LYDIA GEP 32.6 FGT 12.8

002° 182° 013° (10.6) 4000 350° 6000 (3.5) 170°

(IAF) NNEWW 7000 (GPS REQD)

(IAF) JAMEZ I-BMA 21.4 RADAR 7000

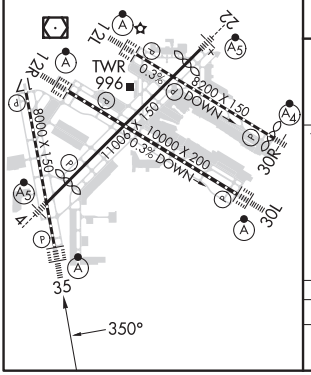
MSA MSP 25 NM 3500 090° 270° 2800

ALTERNATE MISSED APCH FIX

LYDIA FGT 12.8 115.7 FGT R-258 Chan 104 078° 258°

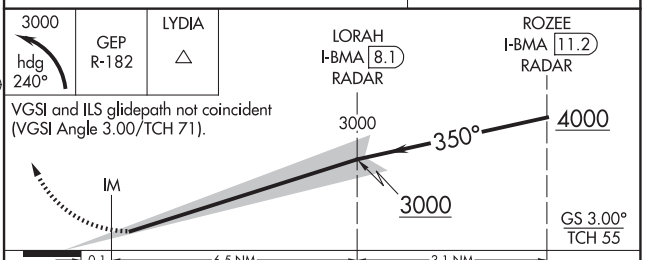
ELEV 842 D TDZE 834

HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35



3000 hdg 240° | GEP R-182 | LYDIA

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D	E
S-ILS 35	1684-3 850 (900-3)				

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Y RWY 12L

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

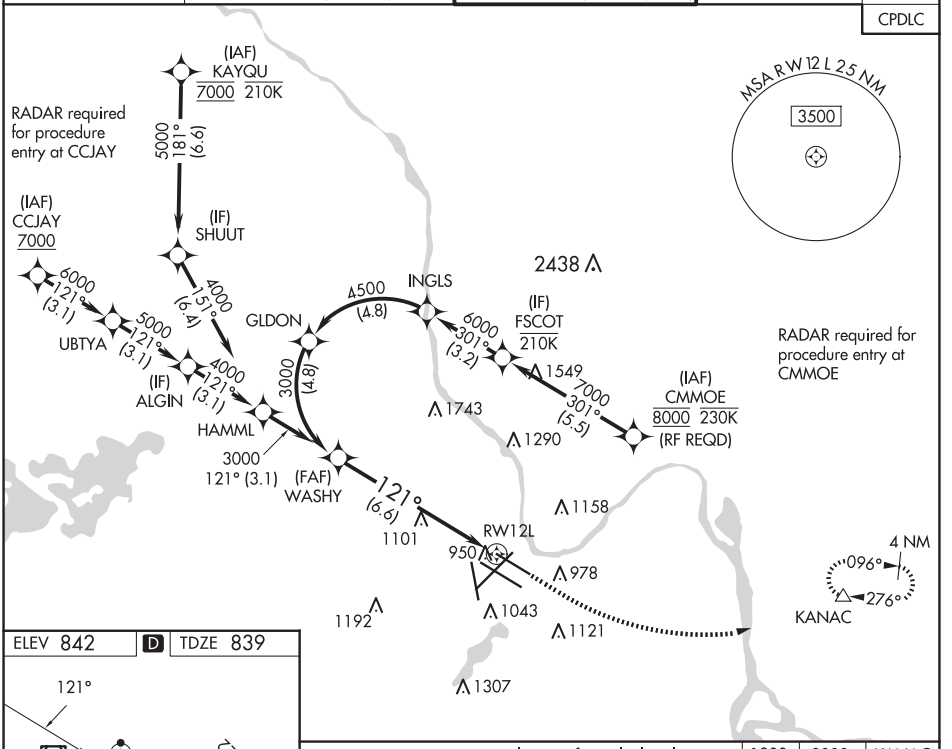
APP CRS	Rwy Idg	7620
121°	TDZE	839
	Apt Elev	842

For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). GPS required.

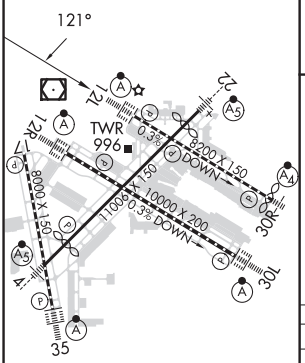
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct KANAC and hold.

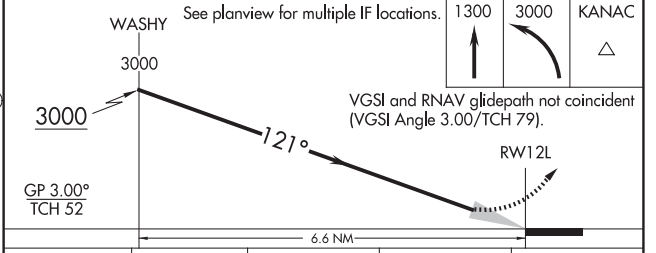
D-ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	118.725 335.65 (Rwy 35)	123.675 273.55 (17-35)	N 121.8 348.6	133.2
DEP 120.8	119.3 335.65 (12L-30R, 4-22, 17)	123.95 273.55 (12L-30R)	S 121.9 348.6	
	126.95 335.65 (12R-30L)	126.7 273.55 (12R-30L, 4-22)	W 127.925 348.6	
				CPDLC



ELEV 842	D	TDZE 839



HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35



CATEGORY	A	B	C	D
RNP 0.15 DA	1150/24 311 (400-½)			
RNP 0.30 DA	1241/45 402 (400-⅞)			

AUTHORIZATION REQUIRED

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Y RWY 12R

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

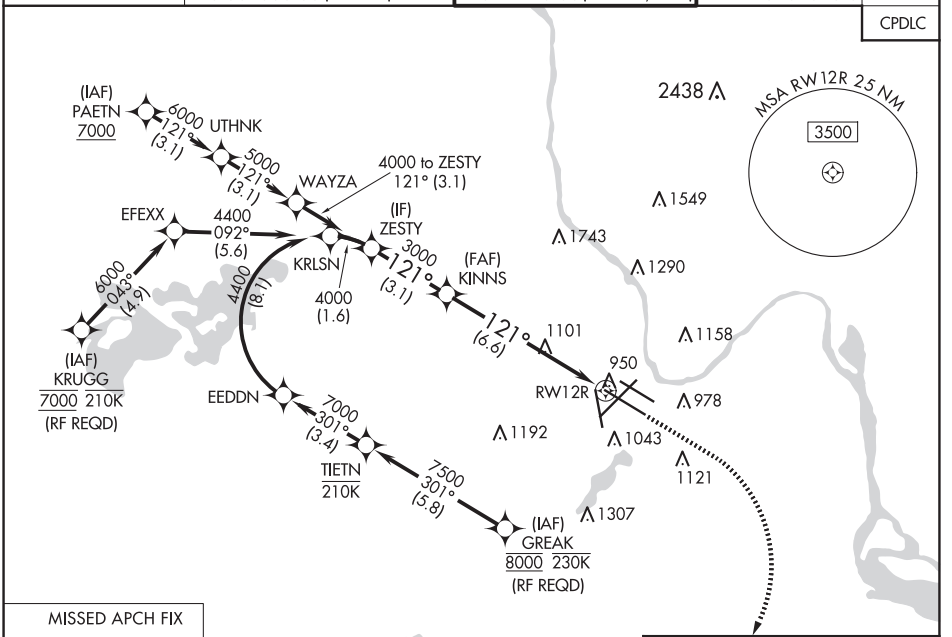
APP CRS	Rwy Idg	10000
121°	TDZE	842
	Apt Elev	842

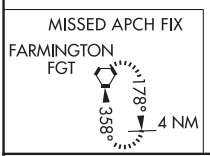
For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 12L. GPS required. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 6000.

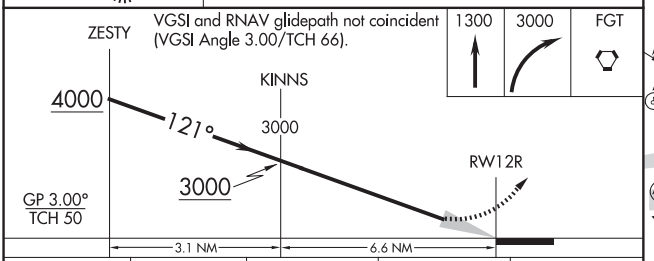
ALSF-2

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	CPDLC



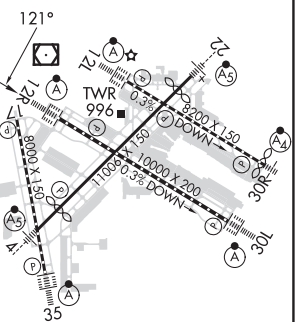




CATEGORY	A	B	C	D
RNP 0.15 DA	1191/40 349 (400-¾)			
RNP 0.30 DA	1251/45 409 (500-⅞)			

AUTHORIZATION REQUIRED

ELEV 842 | D | TDZE 842



HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Y RWY 30L

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

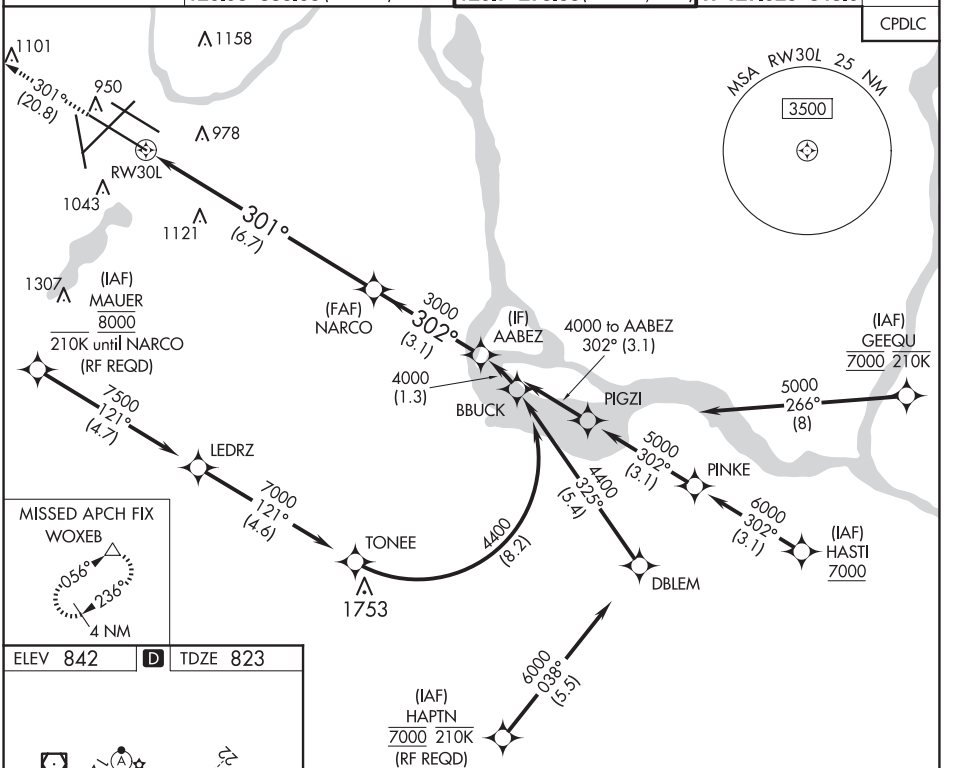
APP CRS	Rwy Idg	10000
301°	TDZE	823
	Apt Elev	842

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).

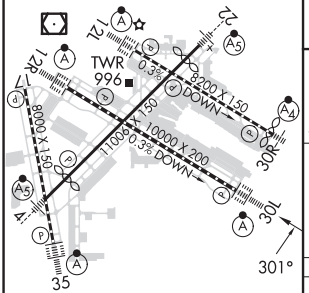
ALSF-2

MISSED APPROACH: Climb to 3000 on track 301° to WOXEB and hold.

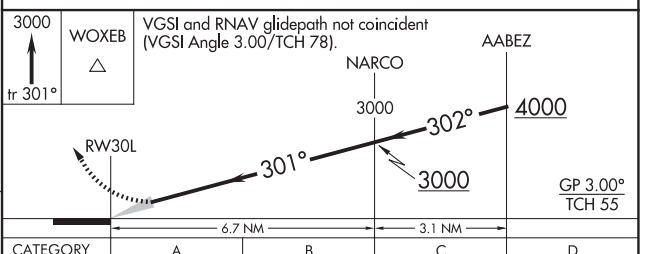
D-ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	118.725 335.65 (Rwy 35)	123.675 273.55 (17-35)	N 121.8 348.6	133.2
DEP 120.8	119.3 335.65 (12L-30R, 4-22, 17)	123.95 273.55 (12L-30R)	S 121.9 348.6	
	126.95 335.65 (12R-30L)	126.7 273.55 (12R-30L, 4-22)	W 127.925 348.6	CPDLC



ELEV 842 D TDZE 823



HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35



CATEGORY	A	B	C	D
RNP 0.30 DA	1150/30 327 (400-⅝)			

AUTHORIZATION REQUIRED

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	8000
301°	TDZE	822
	Apt Elev	842

RNAV (RNP) Y RWY 30R

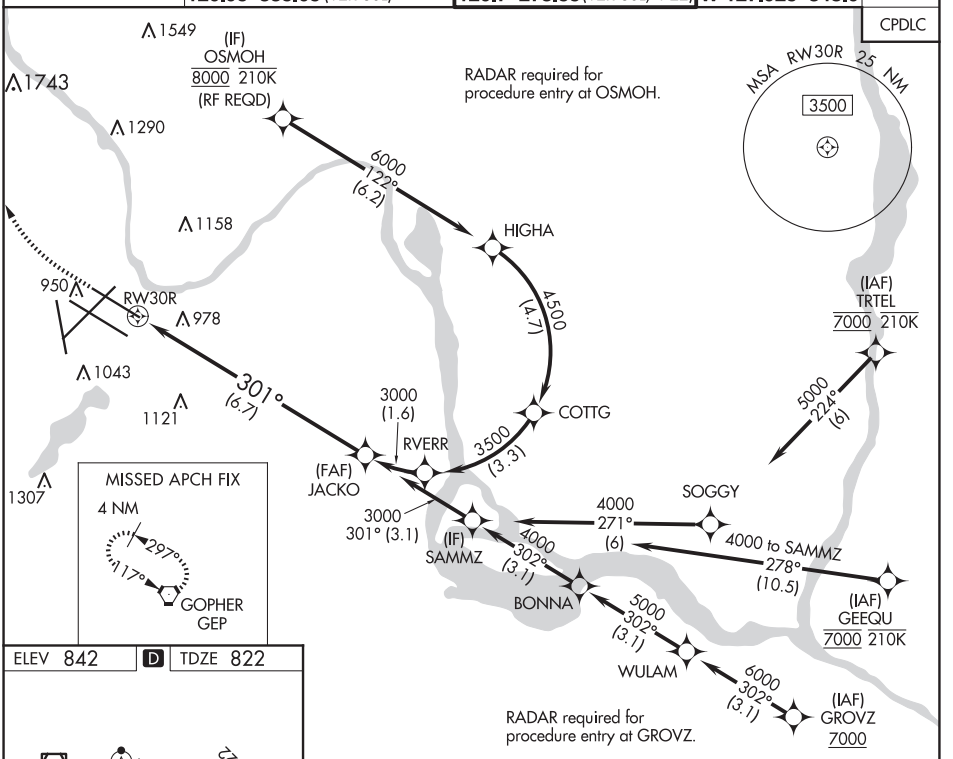
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). 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 1⅝ SM.

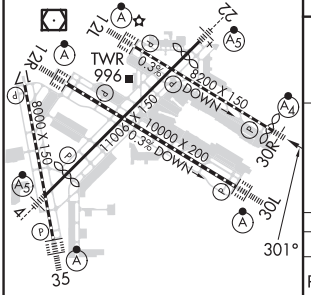
MALSF

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	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	CPDLC



ELEV 842 | D | TDZE 822

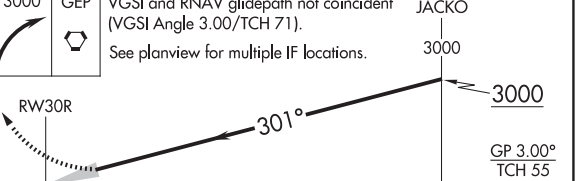


HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

1300 | 3000 | GEP

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.15 DA	1097/40 275 (300-¾)			
RNP 0.30 DA	1298-1⅜ 476 (500-1⅜)			

AUTHORIZATION REQUIRED

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Y RWY 35

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

APP CRS	Rwy Idg	8000
350°	TDZE	834
	Apt Elev	842

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	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	CPDLC
	126.95 335.65 (12R-30L)	126.7 273.55 (12R-30L, 4-22)	W 127.925 348.6	

RADAR required for procedure entry at BRNVL.

(IAF) BRNVL 8000 210K (RF REQD)

7000 179° (3.3)

(IF) HRBIE 210K

6000 178° (3.1)

HANRA

4000 (1.1) ROZEE

CHRMR

4300 (7.2)

4300 015° (4.8)

(IF) SSTAR

5000 350° (3.5)

OBERR

6000 350° (3.5)

(IAF) JAMEZ 7000

5500 015° (4.8)

(IF) BUHZZ 210K

(IAF) NNEWW 7000 (RF REQD)

(FAF) LORAH

3000 350° (3.1)

4000 to ROZEE 350° (3.1)

1307 350° (6.6)

RW35

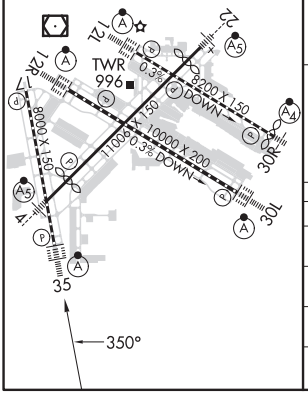
1192 1101 950 1158 978 1043 1121 1753

LYDIA 078° 258° 4 NM

MSA RW35 25 NM 3500

ELEV 842 D TDZE 834

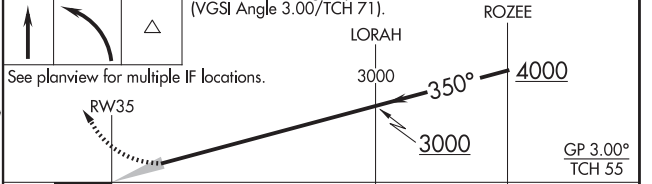
HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35



1300 | 3000 | LYDIA

See planview for multiple IF locations.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



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

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 4

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

WAAS	APP CRS	Rwy Idg	9456
CH 72931	045°	TDZE	832
W04A		Apt Elev	842

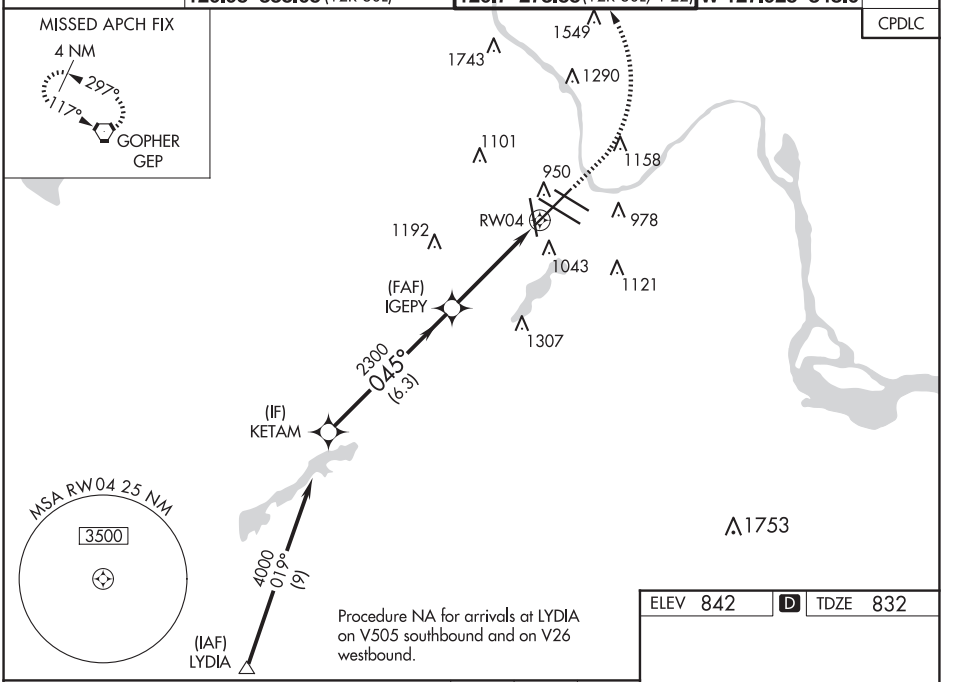
RNP APCH.

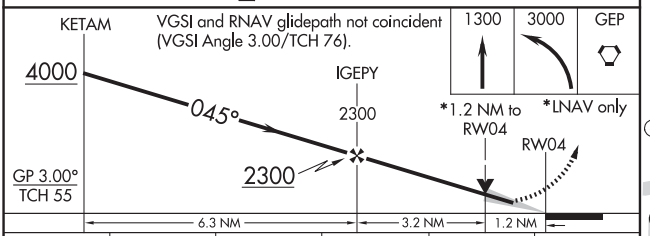
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1⅜ SM, LNAV Cat C/D/E visibility to 1⅜ SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct GEP VORTAC and hold.

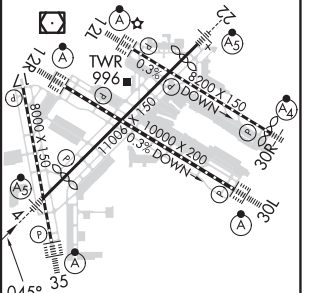
D-ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	118.725 335.65 (Rwy 35)	123.675 273.55 (17-35)	N 121.8 348.6	133.2
DEP 120.8	119.3 335.65 (12L-30R, 4-22, 17)	123.95 273.55 (12L-30R)	S 121.9 348.6	
	126.95 335.65 (12R-30L)	126.7 273.55 (12R-30L, 4-22)	W 127.925 348.6	CPDLC





CATEGORY	A	B	C	D	E
LPV DA#	1032/24 200 (200-½)				
LNAV/VNAV DA	1281/45 449 (500-⅞)				
LNAV MDA	1300/24 468 (500-½)		1300/50 468 (500-1)		
C CIRCLING	1360-1 518 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

ELEV 842 D TDZE 832



HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 22

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

WAAS	APP CRS	Rwy Idg	10006
CH 60927	225°	TDZE	828
W22A		Apt Elev	842

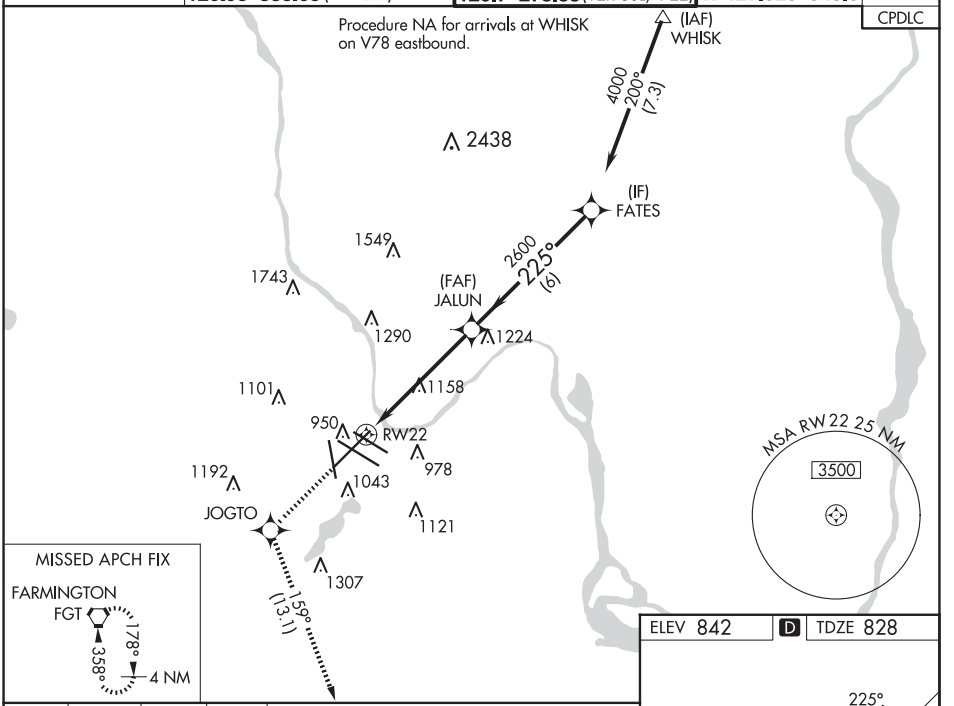
RNP APCH.

T A Rwy 22 helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 5500, LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat A/B visibility to RVR 5500, and Cat E to 1¾ SM.

MALSR

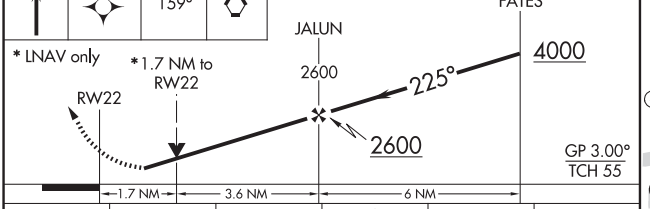
MISSED APPROACH: Climb to 3000 direct JOGTO and on track 159° to FGT VORTAC and hold.

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	CPDLC
	126.95 335.65 (12R-30L)	126.7 273.55 (12R-30L, 4-22)	W 127.925 348.6	



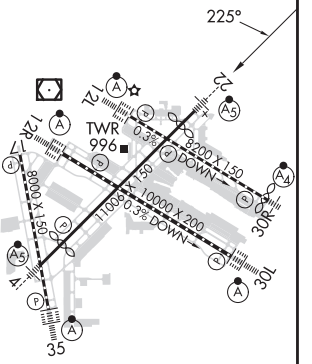
3000	JOGTO	tr 159°	FGT

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 61).



CATEGORY	A	B	C	D	E
LPV DA	1190/40 362 (400-¾)				
LNAV/VNAV DA	1227/45 399 (400-⅞)				
LNAV MDA	1420/40 592 (600-¾)		1420-1¼ 592 (600-1¼)		
C CIRCLING	1420-1 578 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

ELEV 842 D TDZE 828



HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Z RWY 12L

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

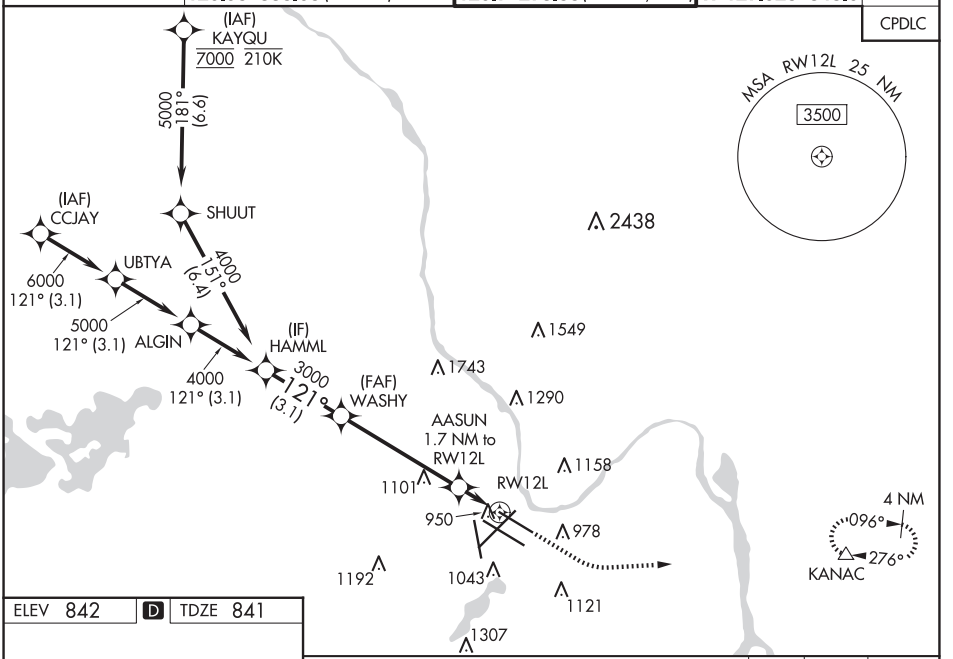
WAAS	APP CRS		
CH **45525**	**121°**	Rwy Idg	**7620**
W12B		TDZE	**841**
		Apt Elev	**842**

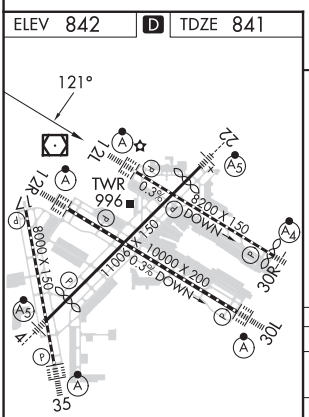
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 12R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000.

ALSF-2

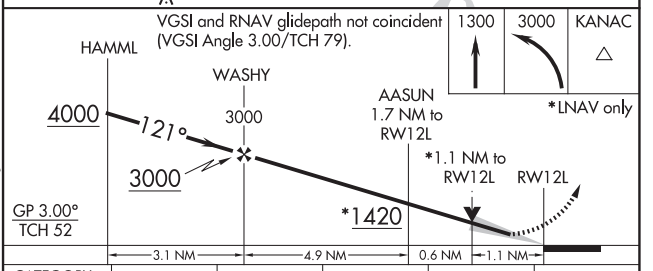
MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 direct KANAC and hold.

D-ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR **135.35 239.275**	**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





HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35



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)		
C CIRCLING	1360-1 518 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Z RWY 12R

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

WAAS	APP CRS	Rwy ldg	10000
CH 50125	121°	TDZE	842
W12A		Apt Elev	842

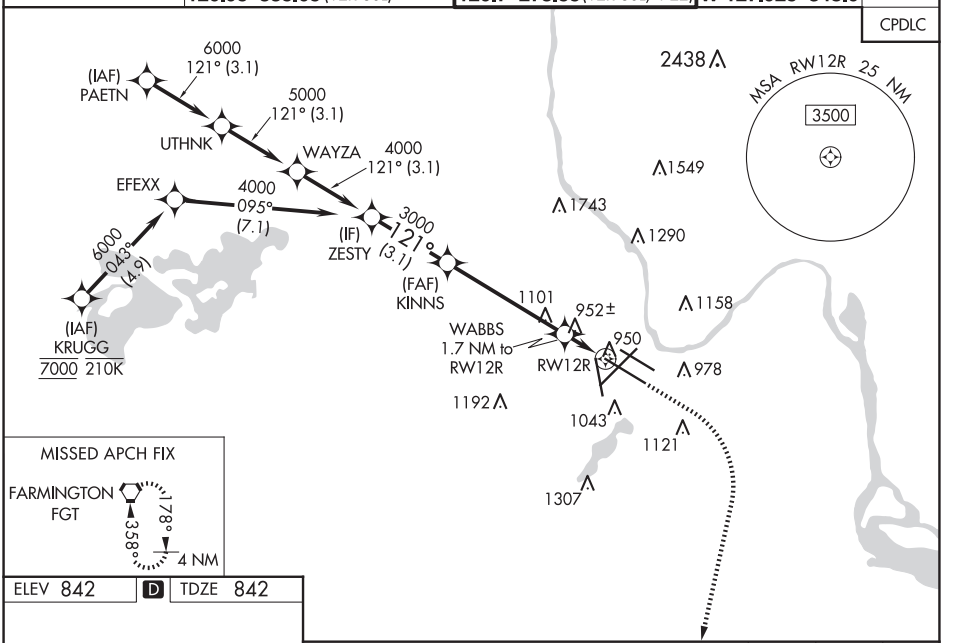
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 12L. DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to 1¼ SM, and increase LNAV Cat C/D/E visibility to RVR 5500. LNAV procedure NA during simultaneous operations.

ALSF-2

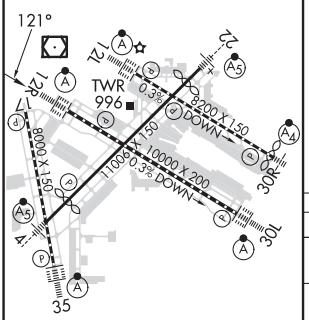
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct FGT VORTAC and hold.

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	

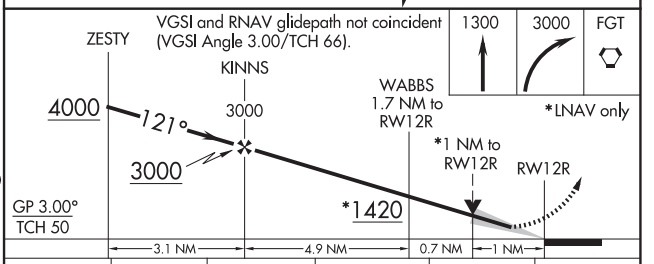
CPDLC



ELEV 842 | D | TDZE 842



HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35



CATEGORY	A	B	C	D	E
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)		
C CIRCLING	1360-1 518 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Z RWY 30L

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

WAAS	APP CRS	Rwy Idg	10000
CH 56225	301°	TDZE	823
W30A		Apt Elev	842

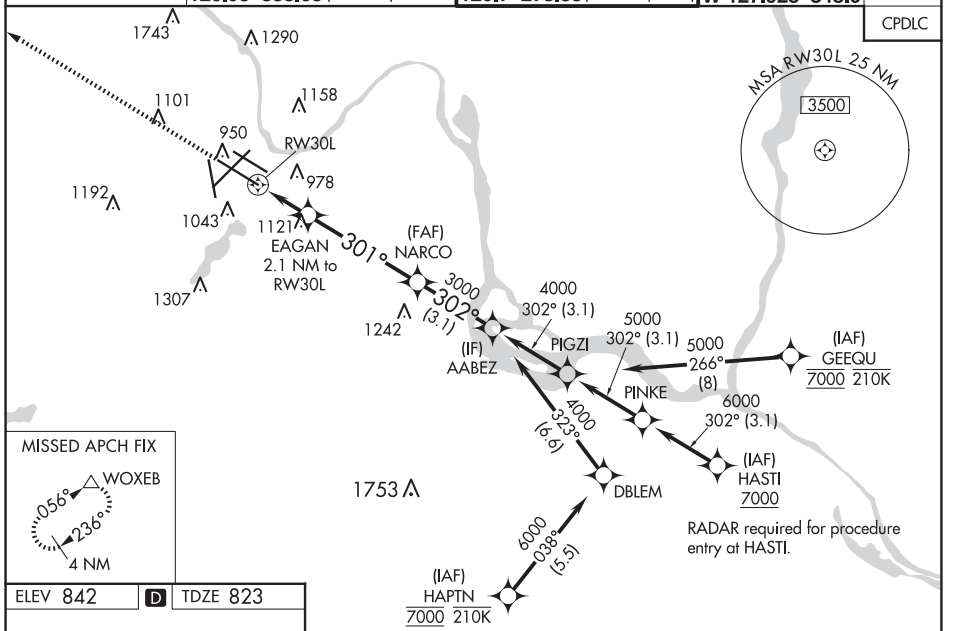
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approaches authorized with Rwy 30R and ILS V RWY 35 (CONVERGING). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during 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 1⅜ SM.

ALSF-2

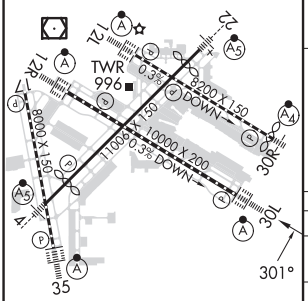
MISSED APPROACH: Climb to 3000 direct WOXEB and hold.

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	

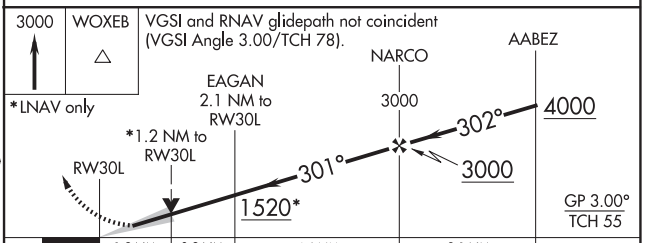
CPDLC



ELEV 842 | D | TDZE 823



HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35



CATEGORY	A	B	C	D	E
LPV DA	1023/18 200 (200-½)				
LNAV/VNAV DA	1130/24 307 (300-½)				
LNAV MDA	1280/24 457 (500-½)		1280/45 457 (500-⅞)		
C CIRCLING	1360-1 518 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Z RWY 30R

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

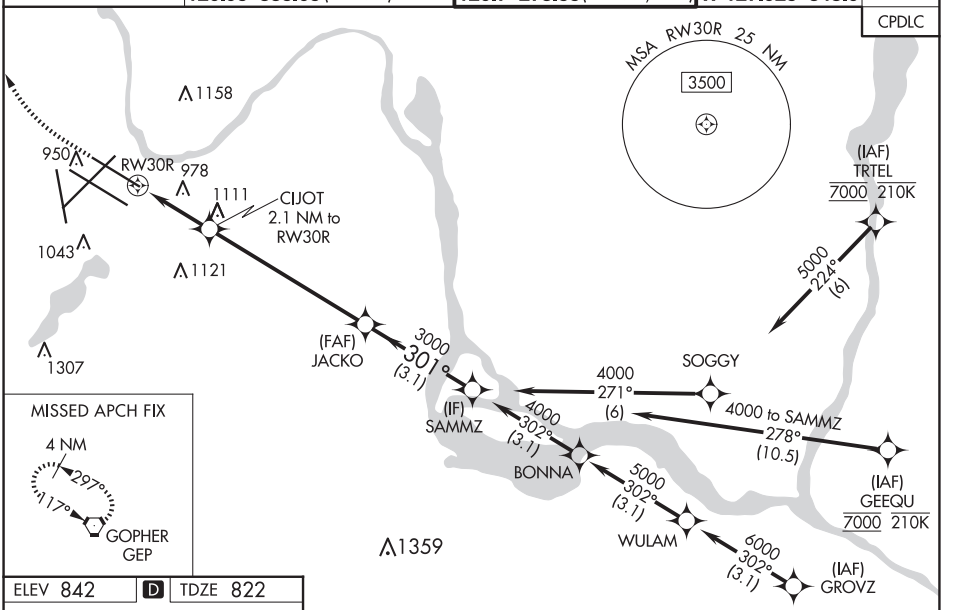
WAAS	APP CRS	Rwy Idg	8000
CH 60925	301°	TDZE	822
W30B		Apt Elev	842

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 1⅝ SM. Inop table does not apply to LPV all Cats.

MALSF

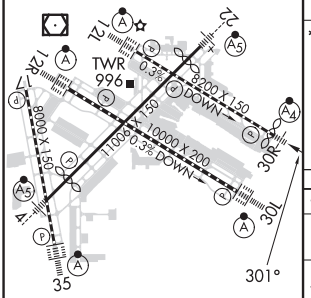
MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct GEP VORTAC and hold.

D-ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	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	CPDLC

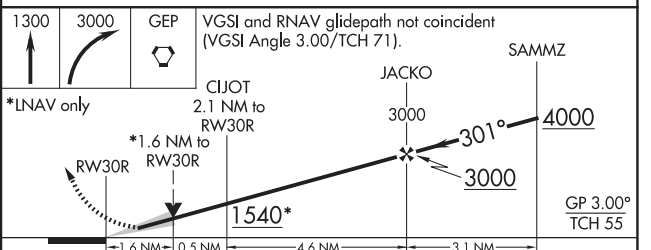


MISSED APCH FIX

ELEV 842 D TDZE 822



HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35



CATEGORY	A	B	C	D	E
LPV DA	1072/40 250 (300-¾)				
LNAV/VNAV DA	1316-1⅜ 494 (500-1⅜)				
LNAV MDA	1400/40 578 (600-¾)	1400-1⅜ 578 (600-1⅜)			
C CIRCLING	1400-1 558 (600-1)	1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Z RWY 35

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

WAAS	APP CRS	Rwy Idg	8000
CH 90128	350°	TDZE	834
W35A		Apt Elev	842

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 1⅜ SM.

ALSF-2

MISSED APPROACH: Climb to 3000 direct CHETZ and on track 335° to GEP 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	CPDLC

MISSED APCH FIX

4 NM

297°

117°

GOPHER GEP

335° (10.7)

CHETZ

1101 950 1158 978 RW35 1043 1192 1121 HUCUM 2.3 NM to RW35 1307

(FAF) LORAH

3000 (3.1) 350°

(IF) ROZEE

4000 350° (3.1) 1753

SSTAR

5000 350° (3.5)

4000 013° (10.6)

OBERR

6000 350° (3.5)

(IAF) NNEWW 7000

(IAF) JAMEZ 7000

MSA RW35 25 NM 3500

ELEV 842 D TDZE 834

HIRL all Rwys

REIL Rwy 17

TDZ/CL Rwys 12L, 12R, 30L, and 35

TWR 996

12L 12R 17 22 30R 30L 35 A5

8000 X 150 0.3% DOWN

10000 X 200 0.3% DOWN

350°

3000 | CHETZ | tr 335° | GEP

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

*LNAV only

HUCUM 2.3 NM to RW35

*1.2 NM to RW35

RW35

1620*

LORAH 3000

ROZEE 4000 350° 3000

GP 3.00° TCH 55

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)		
C CIRCLING	1360-1 518 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LOC RWY 4

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

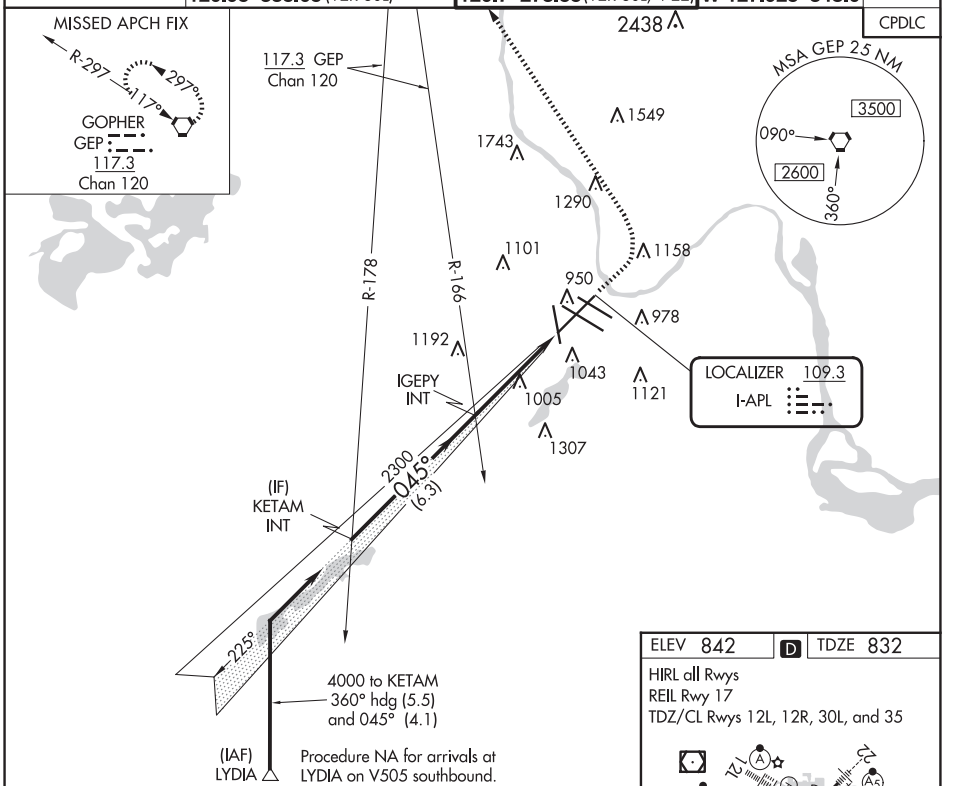
LOC I-APL	APP CRS	Rwy Idg	9456
109.3	045°	TDZE	832
		Apt Elev	842

T
A
For inop ALS, increase S-4 Cat C/D/E visibility to 1⅜ SM.

MALSR

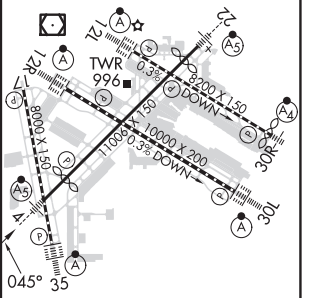
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct GEP VORTAC and hold.

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	CPDLC

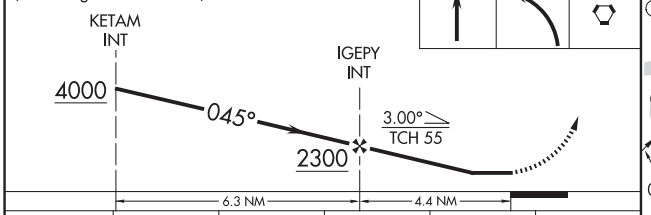


ELEV 842 D TDZE 832

HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35



VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 76).



CATEGORY	A	B	C	D	E
S-4	1340/24 508 (500-½)		1340/55 508 (500-1)		
C CIRCLING	1360-1 518 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-TJZ	APP CRS	Rwy Idg	8000
110.95	170°	TDZE	840
Chan 46(Y)		Apt Elev	842

LOC RWY 17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

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 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

IAF GOPHER 117.3 GEP Chan 120

4000 131° (5)

350°

Procedure NA for arrival on GEP VORTAC airway radials 085 CW 182.

(IF) ARJAE INT I-TJZ 11.8

R-131 2800 (6.1) 170°

2438

MSA GEP 25 NM: 3500, 090°, 2700, 360°

CHETZ INT I-TJZ 5.7

1549 1743 1290 1030 953± 1158 1101 950 1116 1272 1025 1043 1121 1307

BOBEE INT I-TJZ 3.6

FLYING CLOUD 117.7 FCM Chan 124

R-037 R-046

LOCALIZER 110.95 I-TJZ Chan 46(Y)

MISSED APCH FIX

FARMINGTON FGT 115.7 Chan 104

R-178-358° 178°

ARJAE INT I-TJZ 11.8 — CHETZ INT I-TJZ 5.7 — BOBEE INT I-TJZ 3.6

4000 170° 3.05° TCH 60 2800 2100

I-TJZ DME ANTENNA I-TJZ 0.9 I-TJZ 0.2

1300 3000 FGT

6.1 NM 2.1 NM 2.7 NM 1 NM

ELEV 842 D TDZE 840

170°

TWR 996

12 22 A5 0.3% 8200 X 150 DOWN 30R 17 A4 8000 X 150 A3 11006 X 200 0.3% DOWN 30L A2 A1 P 35

HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

CATEGORY	A	B	C	D
S-17	2100/60 1260 (1300-1¼)	2100-1½ 1260 (1300-1½)	2100-3 1260 (1300-3)	
C CIRCLING	2100-1¼ 1258 (1300-1¼)	2100-1½ 1258 (1300-1½)	2100-3 1258 (1300-3)	
BOBEE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-17	1220/55 380 (400-1)			
C CIRCLING	1360-1 518 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LOC RWY 22

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

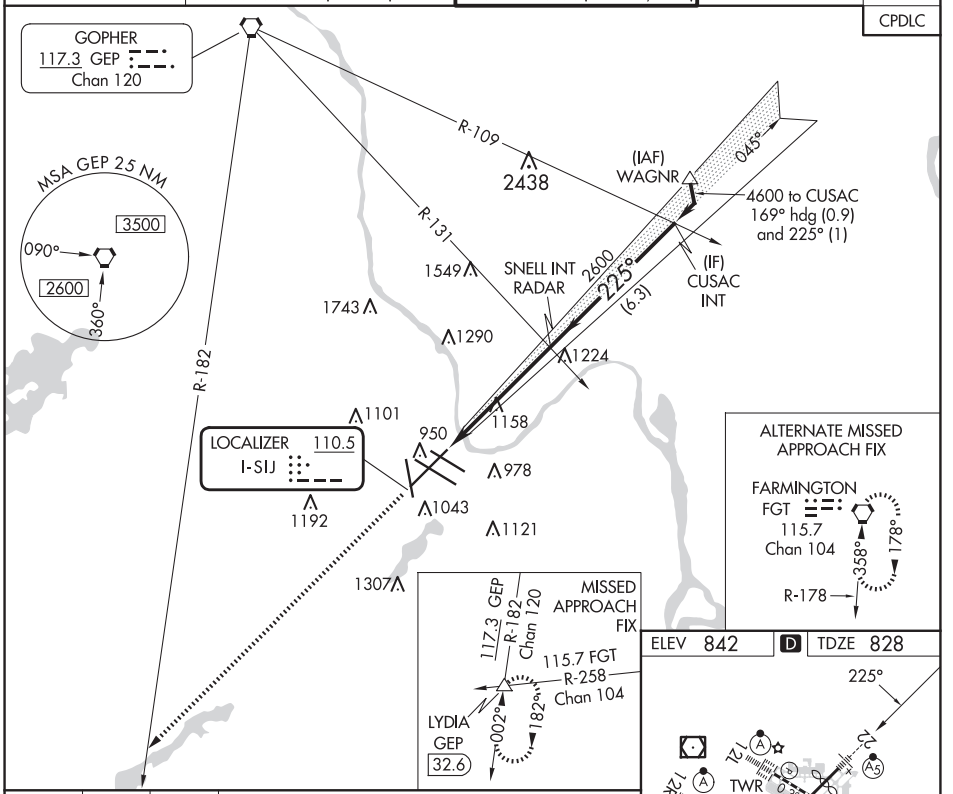
LOC I-SIJ	APP CRS	Rwy Idg	10006
110.5	225°	TDZE	828
		Apt Elev	842

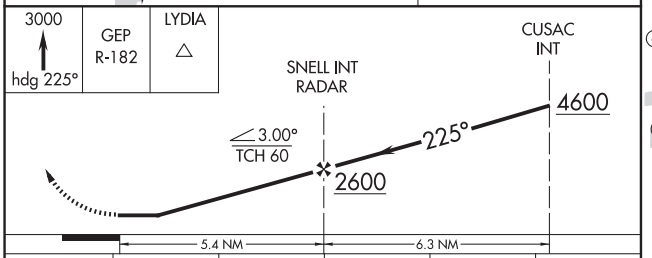
T A — Rwy 22 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-22 Cat A and B visibility to RVR 5500, and Cat E visibility to 1¾ SM.

MALSR

MISSED APPROACH: Climb to 3000 on heading 225° and GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME 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	CPDLC

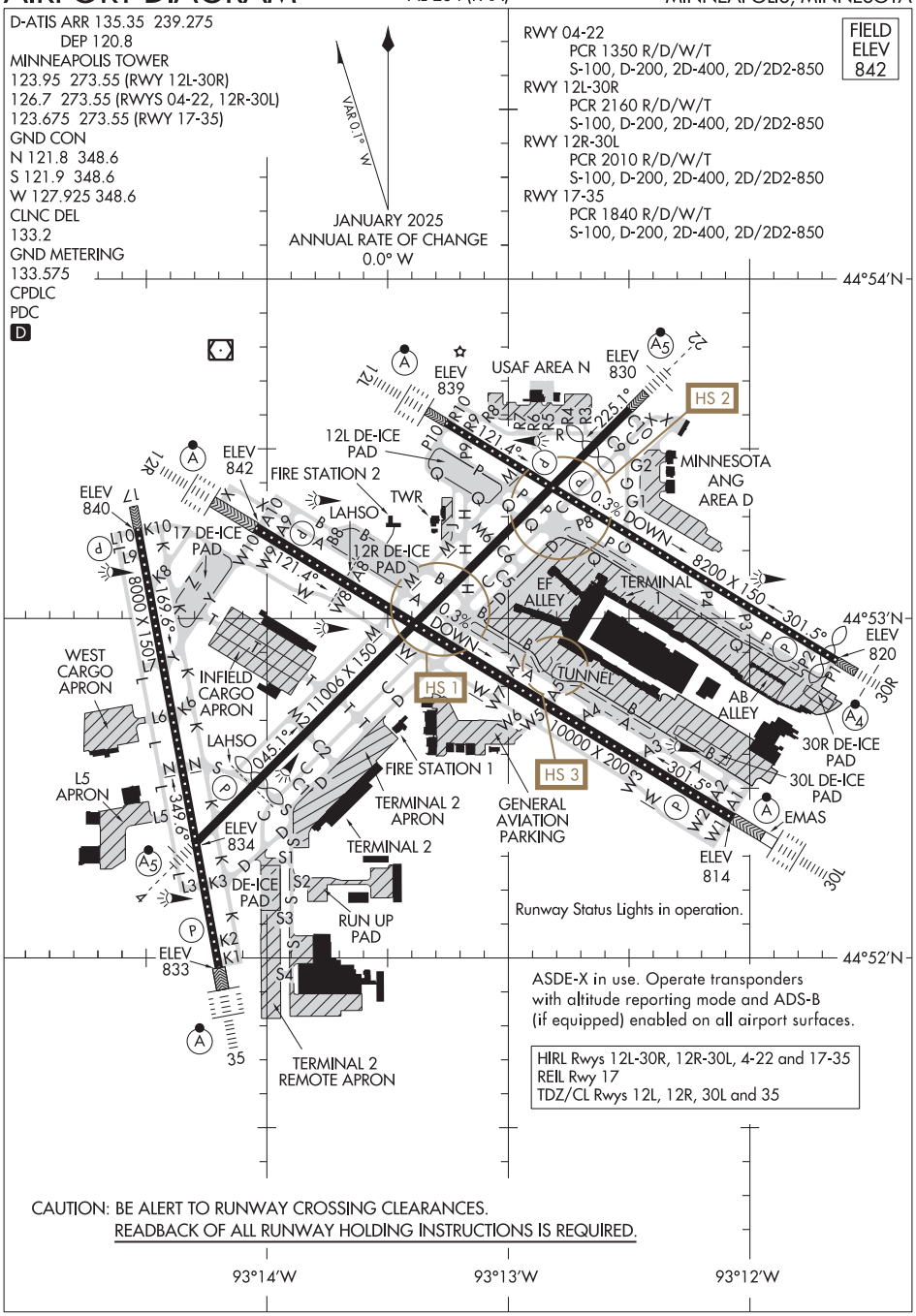




CATEGORY	A	B	C	D	E
S-22	1420/40	592 (600-¾)	1420-1¼	592 (600-1¼)	
C CIRCLING	1420-1	578 (600-1)	1460-1¾ 618 (700-1¾)	1620-2½ 778 (800-2½)	1800-3 958 (1000-3)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

(COULT7.COULT) 23334

COULT SEVEN DEPARTURE

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
AL-264 (FAA)
ST. PAUL, MINNESOTA

NC-1, 07 AUG 2025 to 02 OCT 2025

COULT SEVEN DEPARTURE

(COULT7.COULT) 29MAR18

ST. PAUL, MINNESOTA
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

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 LMFRY INT then on DLL R-296 to DLL VORTAC.

NC-1, 07 AUG 2025 to 02 OCT 2025

(HSTIN6.HSTIN) 22363

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

HESTIN SIX DEPARTURE (RNAV)

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA

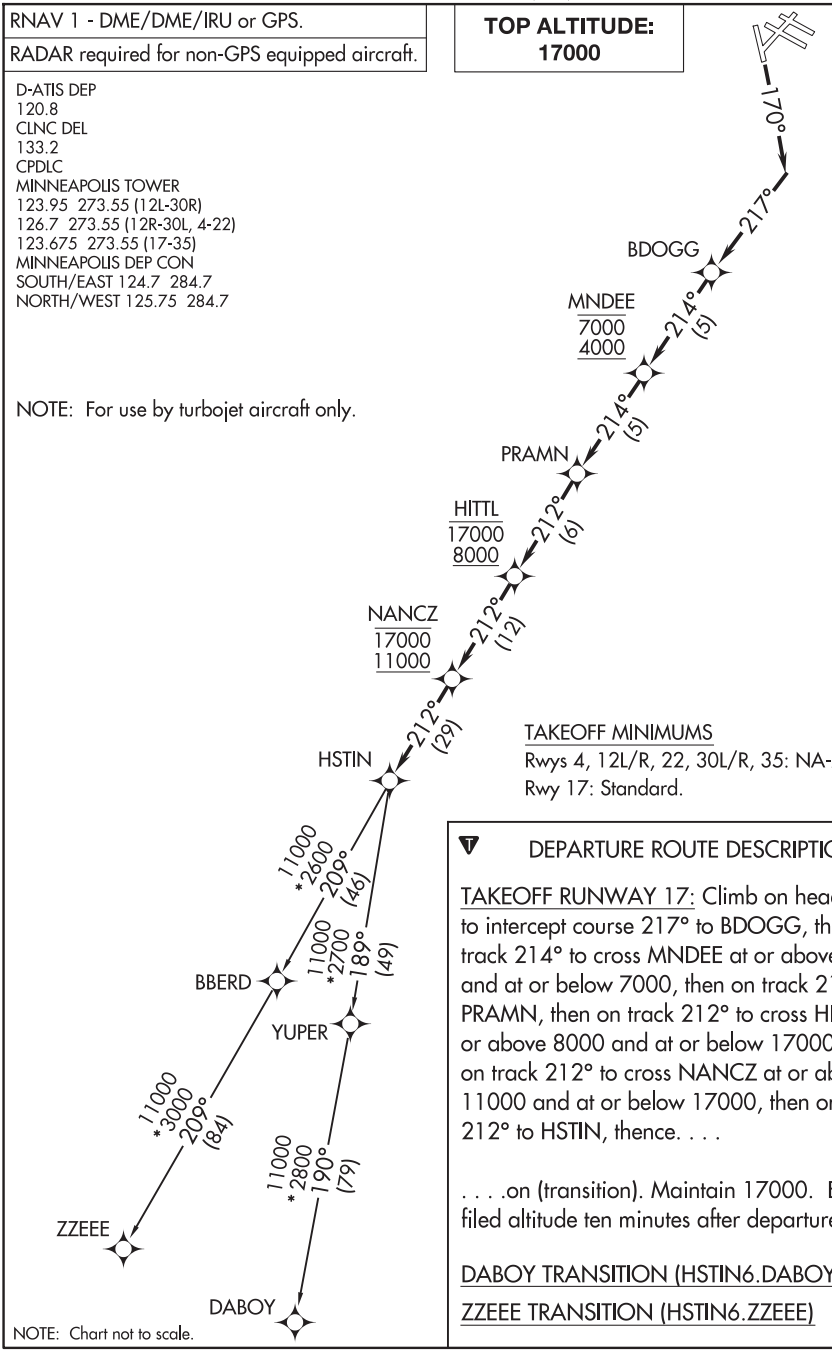
RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 17000

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.



NOTE: Chart not to scale.

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)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE:
ASSIGNED BY ATC
RADAR required.
MINNEAPOLIS DEP CON
SOUTH/EAST 124.7 335.65
NORTH/WEST 125.75 335.65
D-ATIS DEP
120.8
CLNC DEL
133.2
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
R-116
14000
*3300
296°
(120)
KBREW
14000
HOMUR
55
(21)
34
(13)
HRBEK
293°
(21)
GOPHER
117.3 GEP
Chan 120
R-014
R-031
R-040
REDWOOD FALLS
113.3 RWF
Chan 80
N
MINNEAPOLIS
115.3 MSP
Chan 100
MSP 7
Rwys 30L/R
(For assigned 220° CW 360°)
3500
Rwy 17
(For assigned 230° CW 285°)
3500
FLYING CLOUD
117.7 FCM
Chan 124
Rwys 12L/R
(For assigned 060° CW 100°)
3500
MSP 25 NM
3500
2800
090°
270°
TAKEOFF MINIMUMS
Rwys 12R, 17, 22: Standard.
Rwy 4: Standard with minimum climb of 202'/NM to 3000.
Rwy 12L: 300-1¼ or standard with minimum climb of 276'/NM to 1100,
Rwy 30L: Standard with minimum climb of 208'/NM to 2100.
Rwy 30R: Standard with minimum climb of 217'/NM to 2100.
Rwy 35: Standard with minimum climb of 219'/NM to 2100.
NOTE: Chart not to scale.
(CONTINUED ON FOLLOWING PAGE)

NC-1, 07 AUG 2025 to 02 OCT 2025

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.

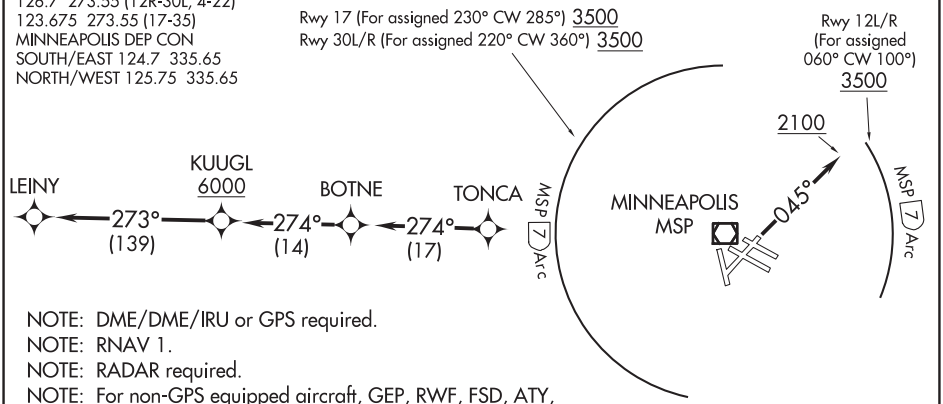
RUNWAY 17: For assigned headings from 230° clockwise to 285°, cross MSP VOR/DME 7 DME arc at or above 3500, 512'/NM to 3500.

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.

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



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: 300-1½ 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.

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.

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

(MEDOW5.MSP) 23334 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

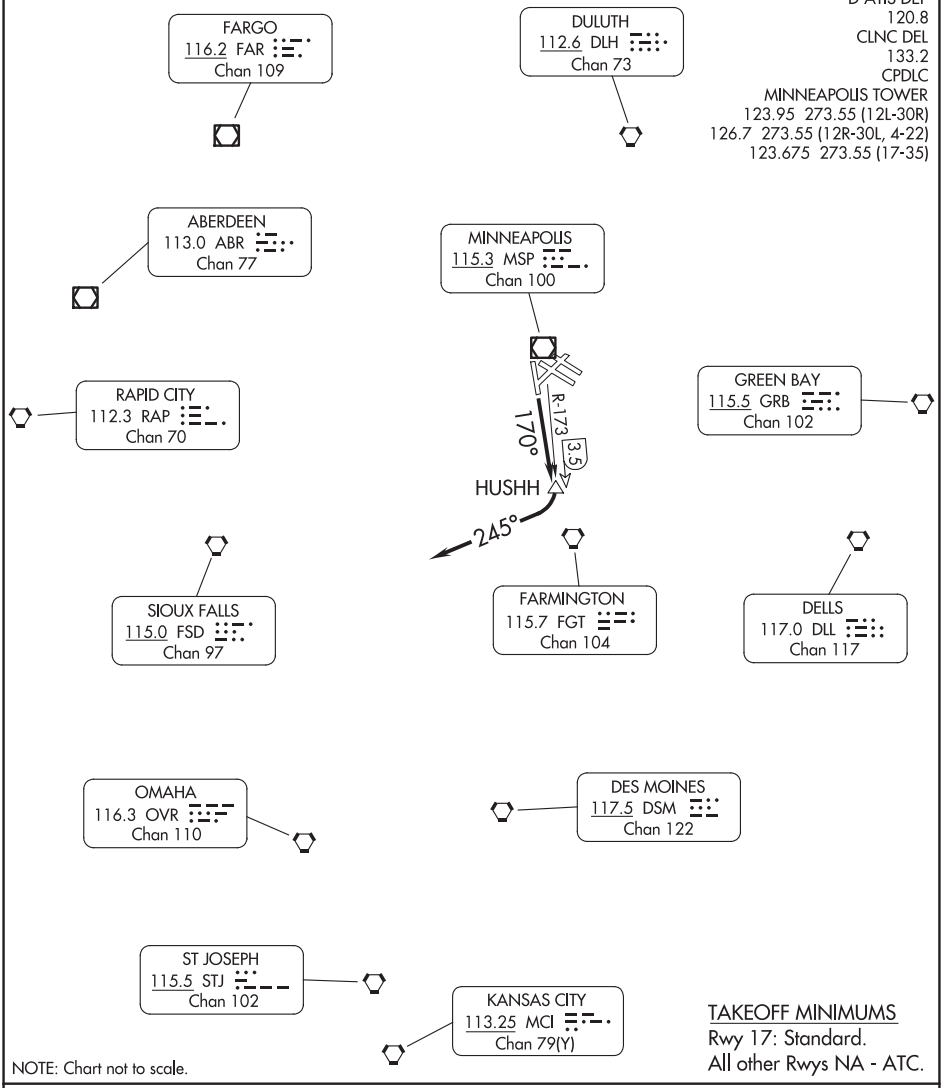
MEADOW LAKE FIVE DEPARTURE

AL-264 (FAA) MINNEAPOLIS, MINNESOTA

TOP ALTITUDE: ASSIGNED BY ATC

RADAR and DME required.

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)



NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 17: Standard.
All other Rwys NA - ATC.

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.

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

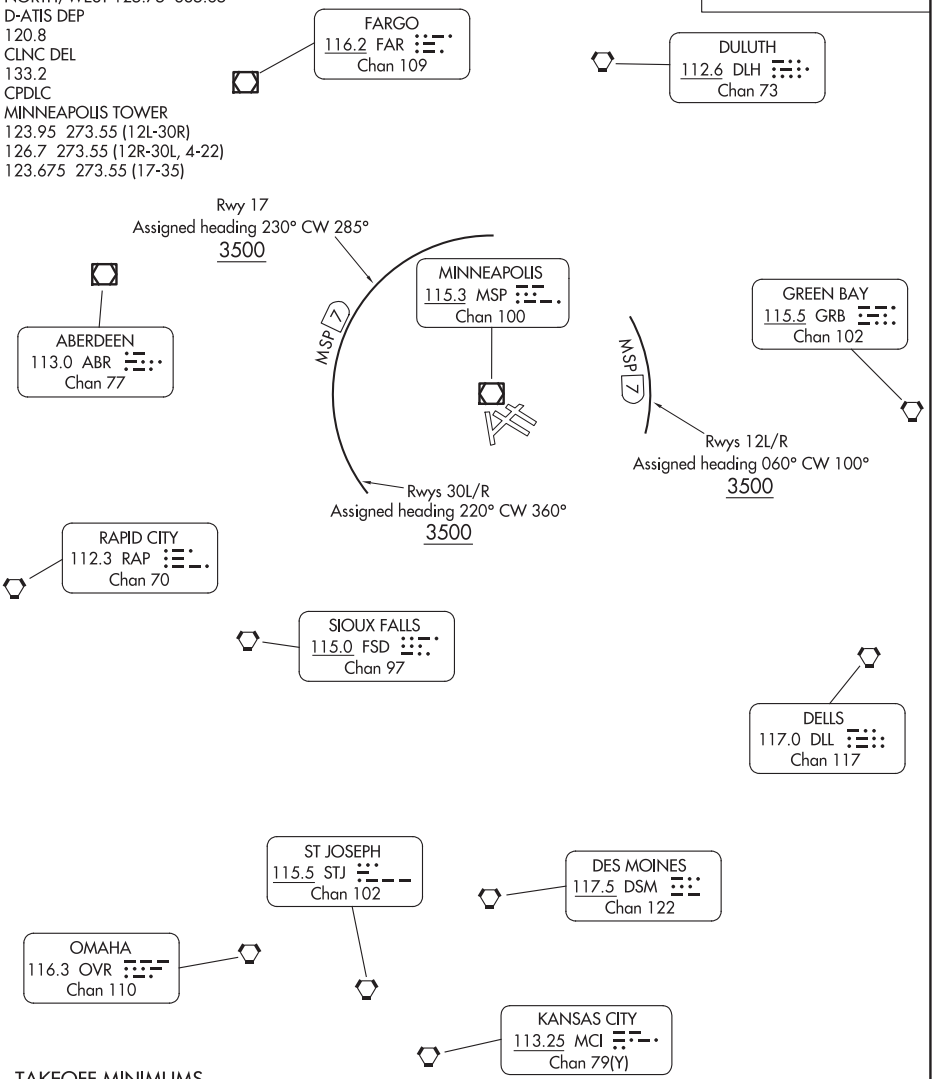
MINNEAPOLIS NINE DEPARTURE

AL-264 (FAA) MINNEAPOLIS, MINNESOTA

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)

RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC



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

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

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, 07 AUG 2025 to 02 OCT 2025

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

Rwys 30L/R
Assigned headings 220° CW 360°
3500

MINNEAPOLIS
115.3 MSP
Chan 100

MSP (7)

MSP (7)

Rwy 17
Assigned headings 230° CW 285°
3500

R-208

Rwys 12L/R
Assigned headings 060° CW 100°
3500

208°

(20)

JURNY

R-258

FARMINGTON
115.7 FGT
Chan 104

(13)

(33)

RUMLE

R-318

(15)

(48)

PEDLN
9000 (MRA)

R-268

HALFWAY
111.2 FOW
Chan 49

(37)

(85)

TAKEOFF MINIMUMS
Rwys 12R, 17, 22: Standard.
Rwy 4: Standard with minimum climb of 202′ per NM to 2400.
Rwy 12L: Standard with minimum climb of 277′ per NM to 1100.
Rwy 30L: Standard with minimum climb of 208′ per NM to 2000.
Rwy 30R: Standard with minimum climb of 217′ per NM to 2000.
Rwy 35: Standard with minimum climb of 219′ per NM to 2000.

ORSKY
9000 (MRA)

9000
*2600
208°
(26)

R-306

(111)

ONTIJ
12000 (MRA)

R-278

MASON CITY
114.9 MCW
Chan 96

R-015

OMAHA
116.3 OVR
Chan 110

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(ORSKY3.ORSKY) 22251
ORSKY THREE DEPARTURE

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
AL-264 (FAA) MINNEAPOLIS, MINNESOTA

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

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.

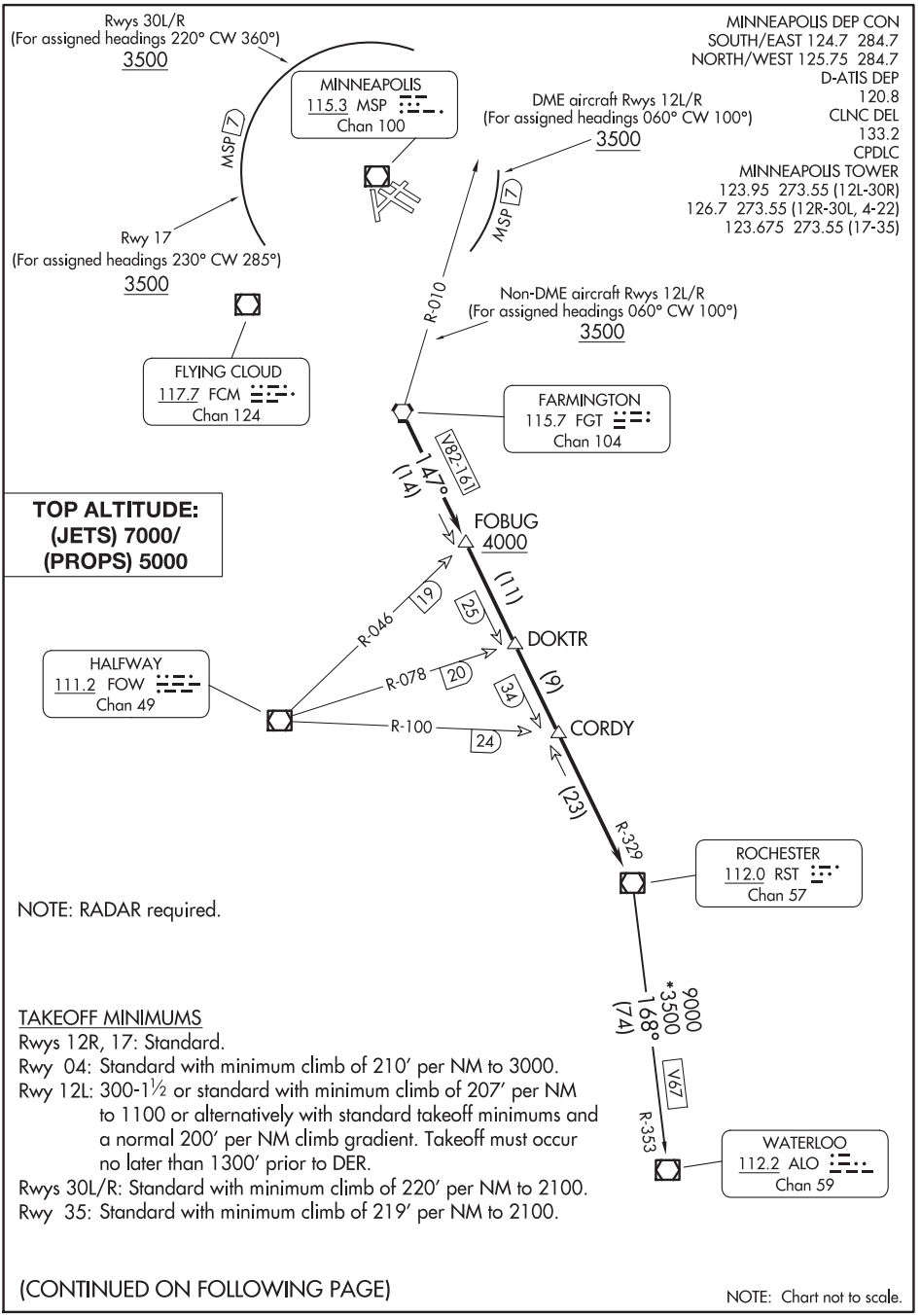
ALL AIRCRAFT: ATC CROSSING RESTRICTIONS AND GRADIENTS: If unable to accept crossing restrictions and climb rates advise ATC prior to taxi.

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.



TAKEOFF MINIMUMS

Rwys 12R, 17: Standard.

Rwy 04: Standard with minimum climb of 210′ per NM to 3000.

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.

Rwys 30L/R: Standard with minimum climb of 220′ per NM to 2100.

Rwy 35: Standard with minimum climb of 219′ per NM to 2100.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: 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.

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 RUNWAYS 4, 22, 35: Initially assigned heading, 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 . . . .

. . . .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.

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
TOP ALTITUDE:
ASSIGNED BY ATC
RADAR required.
Rwy 17
Assigned heading 230° CW 285°
3500
Rwys 30L/R
Assigned heading 220° CW 360°
3500
Rwys 12L/R
Assigned heading 060° CW 100°
3500
MINNEAPOLIS
115.3 MSP
Chan 100
FARMINGTON
115.7 FGT
Chan 104
HALFWAY
111.2 FOW
Chan 49
FLYING CLOUD
117.7 FCM
Chan 124
REDWOOD FALLS
113.3 RWF
Chan 80
MSP 7
R-232
232°
HUGIR
R-277
MCONL
R-316
R-290
ARREX
SCHEP
RXANN
R-108
R-157
(20)
(12)
(23)
(16)
(48)
(18)
(8)
(31)
(25)
(9)
9000
*3100
N
TAKEOFF MINIMUMS
Rwys 12R, 17, 22: Standard.
Rwy 4: Standard with minimum climb of 202′ per NM to 2400.
Rwy 12L: Standard with minimum climb of 277′ per NM to 1100.
Rwy 30L: Standard with minimum climb of 208′ per NM to 2000.
Rwy 30R: Standard with minimum climb of 217′ per NM to 2000.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.
(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: 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.

ALL AIRCRAFT: ATC CROSSING RESTRICTIONS AND CLIMB GRADIENTS: If unable to accept crossing restrictions and climb rates, advise ATC prior to taxi.

RUNWAYS 12L/12R: 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.
RUNWAY 17: For assigned headings from 230° clockwise to 285°, cross MSP 7 DME Arc 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 Arc at or above 3500, 380 feet per NM to 3500.

RXANN TRANSITION (SCHEP1.RXANN): From over SCHEP INT on MSP R-232 to RXANN INT.

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

SLAYER FOUR DEPARTURE (RNAV)
MINNEAPOLIS, MINNESOTA
(SLAYR4.SLAYR) 17AUG17
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
NC-1, 07 AUG 2025 to 02 OCT 2025

(SMERF7.SMERF) 17229 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

SMERF SEVEN DEPARTURE (RNAV)

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

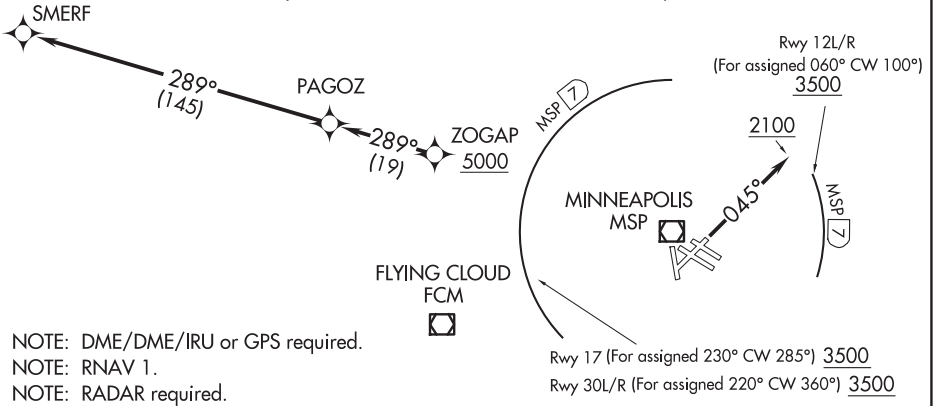
TOP ALTITUDE: (JETS) 7000/ (PROPS) 5000

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 that 1300′ prior to DER.

Rwy 35: Standard with minimum climb of 219′ per NM to 2100.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

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 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.

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MINNEAPOLIS DEP CON
SOUTH/EAST 124.7 335.65
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)
TOP ALTITUDE:
(JETS) 7000/
(PROPS) 5000
N
WLSTN
J522
FL180
115°
(132)
R-295
GREEN BAY
115.5 GRB
Chan 102
072°
(55)
102
DWIYT
47
SNINE
(16)
31
R-072
GOPHER
117.3 GEP
Chan 120
MINNEAPOLIS
115.3 MSP
Chan 100
FARMINGTON
115.7 FGT
Chan 104
DME aircraft Rwys 12L/12R
(assigned 060° CW 100°)
3500
MSP 7
Non-DME aircraft Rwys 12L/R
(For assigned 060° CW 100°)
3500
R-010
Rwys 30L/R
(assigned 220° CW 360°)
3500
MSP 7
Rwy 17
(assigned 230° CW 285°)
3500
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.
NOTE: RADAR required
NOTE: Chart not to scale.
(CONTINUED ON FOLLOWING PAGE)

NC-1, 07 AUG 2025 to 02 OCT 2025

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.

(CONTINUED ON FOLLOWING PAGE)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 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.

NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 31

MINOT INTL (MOT)

LOC/DME I-MOT	APP CRS	Rwy Ldg	7700
111.9	312°	TDZE	1679
Chan 56		Apt Elev	1716

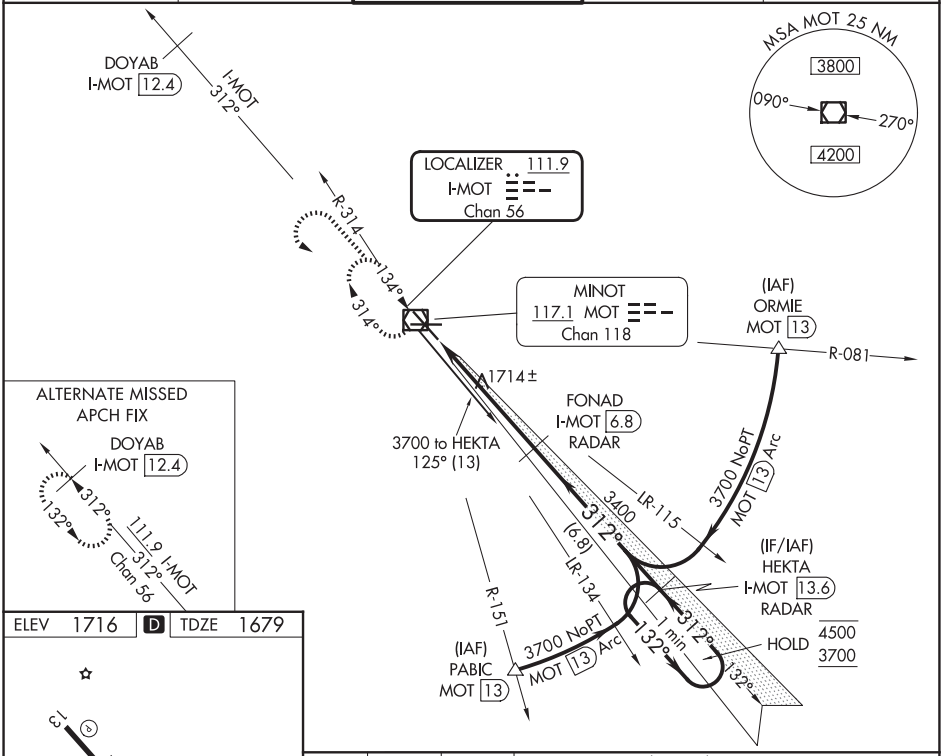
DME or RADAR required.

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. Autopilot coupled approach NA below 2500.

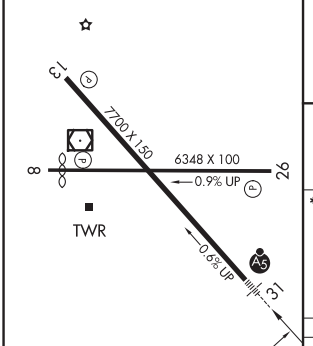
MALSR

MISSED APPROACH: Climb to 3700 then left turn direct MOT VOR/DME and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 251.125	121.9	122.95



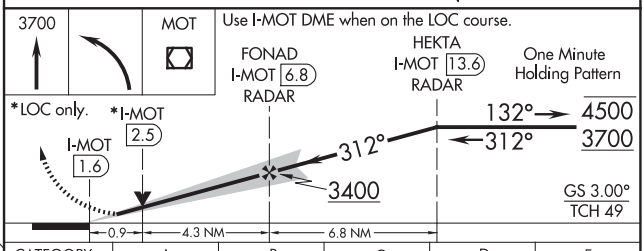
ELEV 1716 D TDZ 1679



REIL Rwy 13
REIL Rwys 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

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	E
S-ILS 31	1879/24 200 (200-½)				
S-LOC 31	1980/24 301 (300-½)			1980/40 301 (300-¾)	
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3 1084 (1100-3)		

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 8

MINOT INTL (MOT)

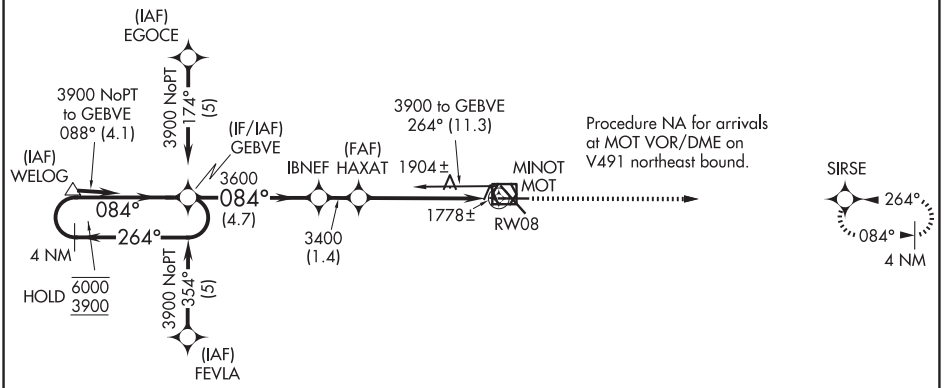
WAAS	APP CRS		
CH **97616**	**084°**	Rwy Ldg	**5955**
W08A		TDZE	**1712**
		Apt Elev	**1716**

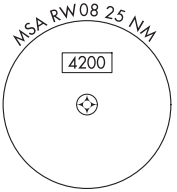
RNP APCH.

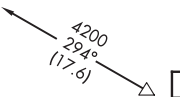
Rwy 8 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

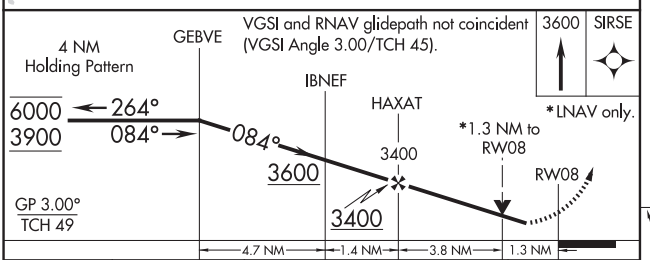
MISSED APPROACH: Climb to 3600 direct SIRSE and hold.

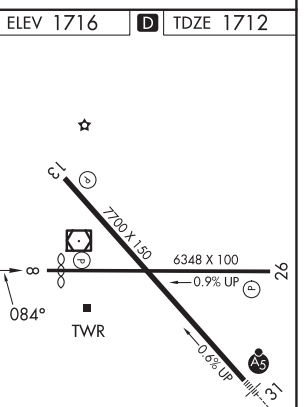
ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	**119.6 363.8**	**118.2** (CTAF) L **251.125**	**121.9**	**122.95**











CATEGORY	A	B	C	D
LPV DA	1991-1 279 (300-1)			
LNAV/VNAV DA	2218-1¾ 506 (600-1¾)			
LNAV MDA	2160-1 448 (500-1)		2160-1⅜ 448 (500-1⅜)	2160-1½ 448 (500-1½)
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3 1084 (1100-3)	

REIL Rwy 13
REIL Rwys 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	7700
CH 70399	132°	TDZE	1702
W13A		Apt Elev	1716

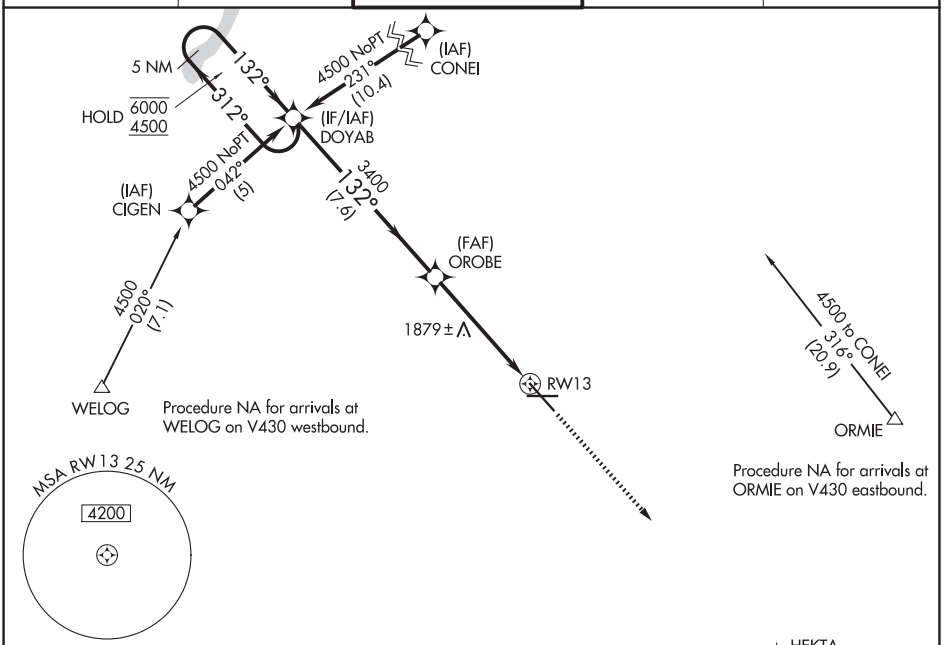
RNAV (GPS) RWY 13
MINOT INTL (MOT)

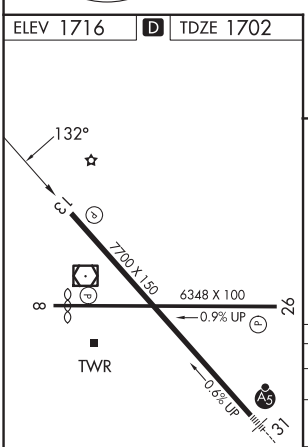
RNP APCH.

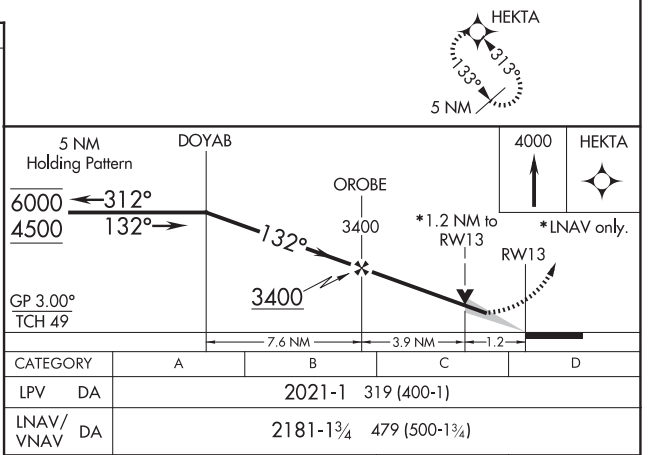
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct HEKTA and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 251.125	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	2021-1 319 (400-1)			
LNAV/VNAV DA	2181-1¾ 479 (500-1¾)			
LNAV MDA	2140-1 438 (500-1)		2140-1¼ 438 (500-1¼)	2140-1½ 438 (500-1½)
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3 1084 (1100-3)	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MINOT, NORTH DAKOTA | AL-635 (FAA) | 25219

RNAV (GPS) RWY 26

MINOT INTL (MOT)

WAAS	APP CRS		
CH **56516**	**264°**	Rwy Ldg	**6348**
W26A		TDZE	**1682**
		Apt Elev	**1716**

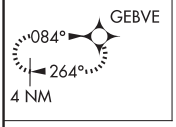
RNP APCH.

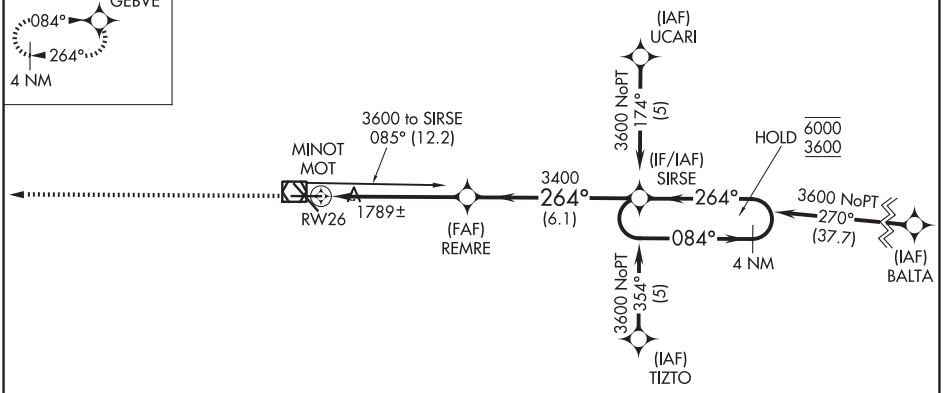
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

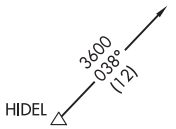
MISSED APPROACH: Climb to 3900 direct GEBVE and hold.

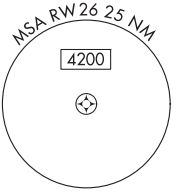
ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	**119.6 363.8**	**118.2** (CTAF) (L) **251.125**	**121.9**	**122.95**

MISSED APCH FIX

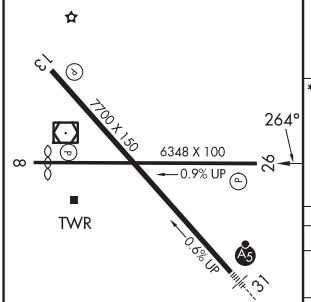


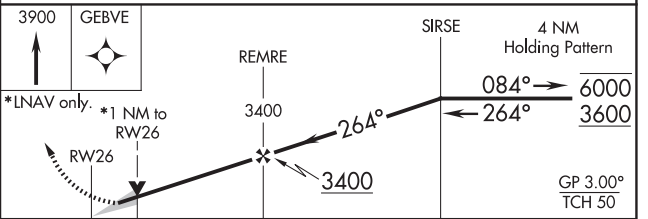






ELEV 1716 | D | TDZE 1682





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)		2040-1⅜ 358 (400-1⅜)	
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3 1084 (1100-3)	

REIL Rwy 13
REIL Rwys 8 and 26 (L)
HIRL Rwys 8-26 and 13-31 (L)

MINOT, NORTH DAKOTA
Orig-B 07OCT21

48°15′N-101°17′W

MINOT INTL (MOT)

RNAV (GPS) RWY 26

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

MINOT INTL (MOT)

WAAS	APP CRS	Rwy Ldg	7700
CH 66099	312°	TDZE	1679
W31A		Apt Elev	1716

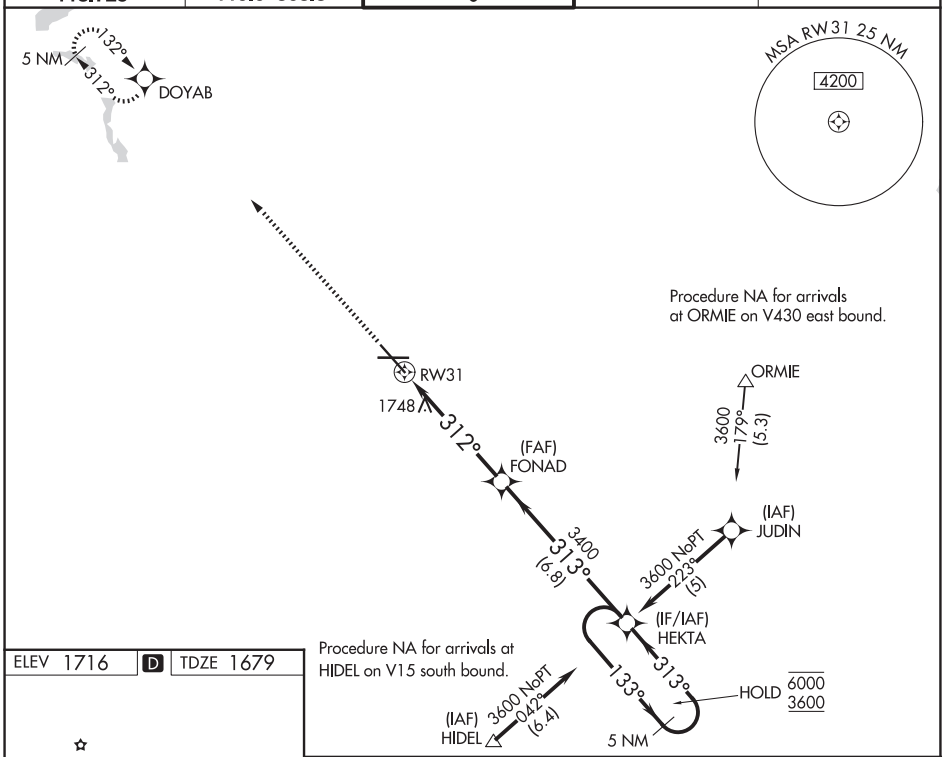
RNP APCH.

TA 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.

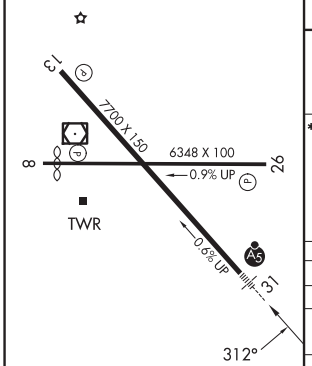
MALSR

MISSED APPROACH: Climb to 4500 direct DOYAB and hold.

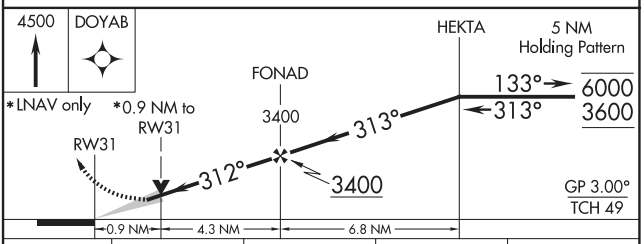
ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 251.125	121.9	122.95



ELEV 1716 D TDZE 1679



REIL Rwy 13
REIL Rwys 8 and 26 L
HIRL Rwys 8-26 and 13-31 L



CATEGORY	A	B	C	D
LPV DA	1929/24 250 (300-½)			
LNAV/VNAV DA	1966/24 287 (300-½)			1966/40 287 (300-¾)
LNAV MDA	2000/24 321 (300-½)		2000/26 321 (300-½)	2000/50 321 (300-1)
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3 1084 (1100-3)	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MINOT, NORTH DAKOTA | AL-635 (FAA) | 25219

LOC/DME I-MOT	APP CRS	Rwy Ldg	7700
111.9	132°	TDZE	1702
Chan 56		Apt Elev	1716

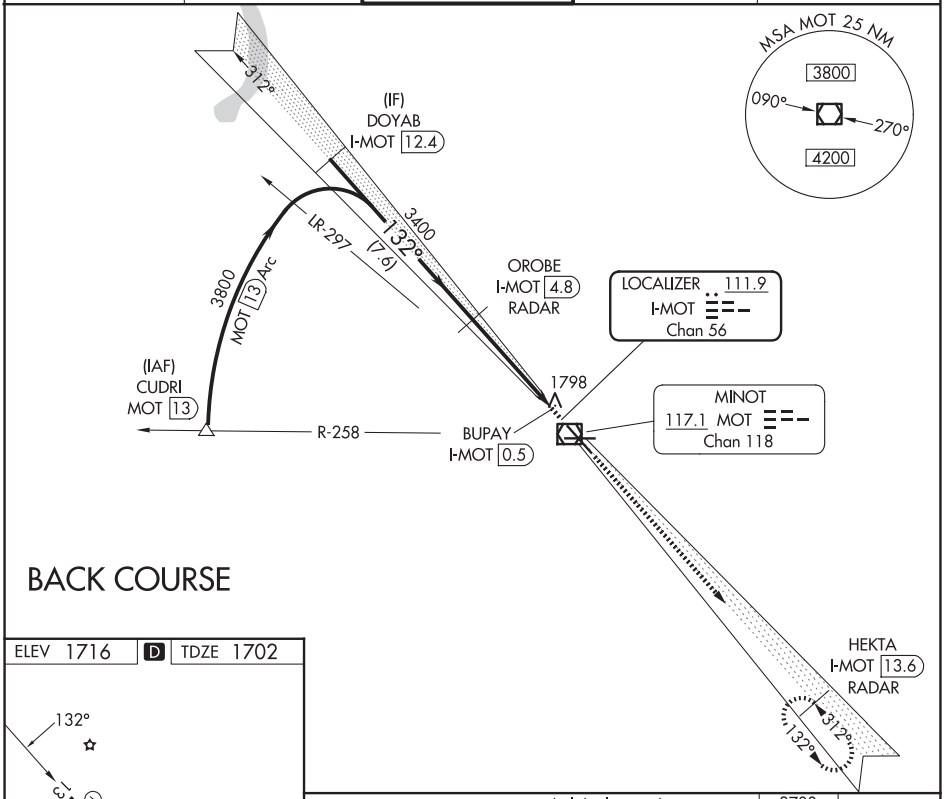
LOC BC RWY 13

MINOT INTL (MOT)

DME required

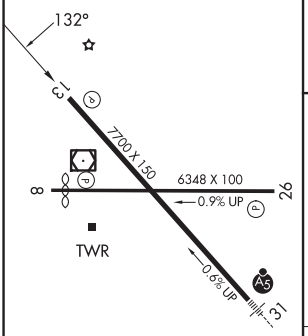
MISSED APPROACH: Climb to 3700 on I-MOT
SE course to HEKTA/I-MOT 13.6 DME/RADAR and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 251.125	121.9	122.95

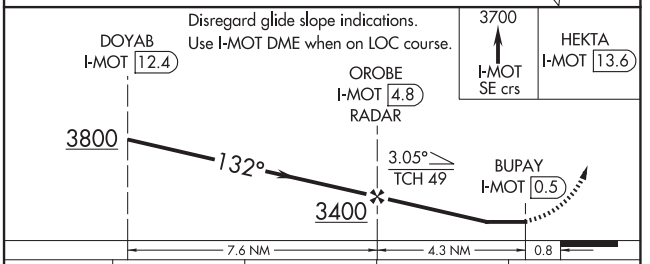


BACK COURSE

ELEV 1716 | D | TDZE 1702



REIL Rwy 13
REIL Rwys 8 and 26 L
HIRL Rwys 8-26 and 13-31 L



CATEGORY	A	B	C	D
S-LOC13	2060-1 358 (400-1)			
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3 1084 (1100-3)	

MINOT, NORTH DAKOTA
Amdt 8C 07OCT21

48°15′N-101°17′W

MINOT INTL (MOT)
LOC BC RWY 13

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

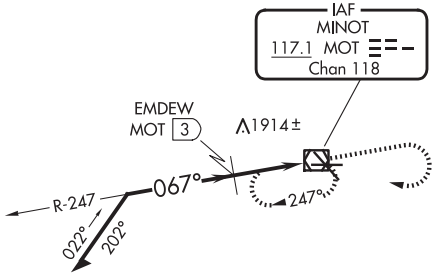
VOR/DME MOT	APP CRS	Rwy Ldg 5955
117.1	067°	TDZE 1712
Chan 118		Apt Elev 1716

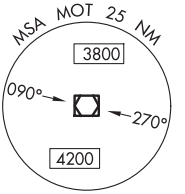
VOR RWY 8
MINOT INTL (MOT)

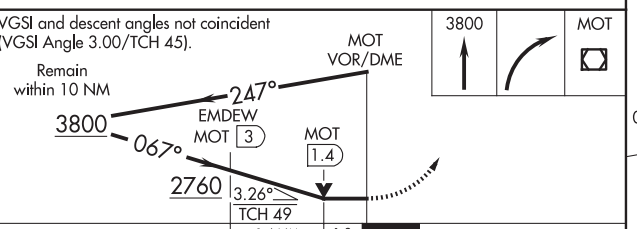
T A Rwy 8 helicopter visibility reduction below ¾NA.

MISSED APPROACH: Climb to 3800 then right turn direct MOT VOR/DME and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 251.125	121.9	122.95

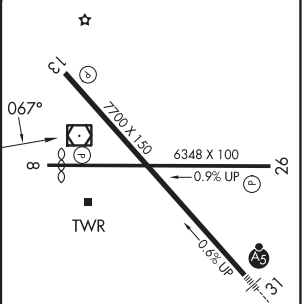






CATEGORY	A	B	C	D
S-8	2760-1¼ 1048 (1100-1¼)	2760-1½ 1048 (1100-1½)	2760-3 1048 (1100-3)	
CIRCLING	2760-1¼ 1044 (1100-1¼)	2760-1½ 1044 (1100-1½)	2800-3 1084 (1100-3)	
EMDEW FIX MINIMUMS				
S-8	2180-1 468 (500-1)		2180-1⅜ 468 (500-1⅜)	2180-1½ 468 (500-1½)
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3 1084 (1100-3)	

ELEV 1716 D TDZE 1712



REIL Rwy 13
REIL Rwys 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

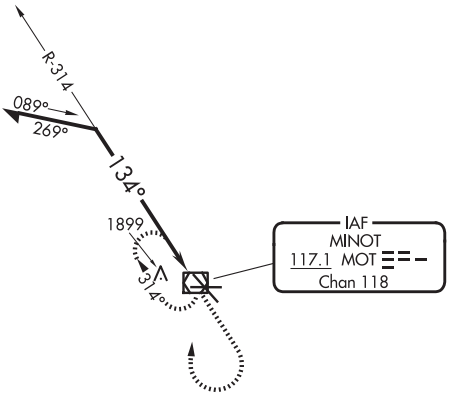
NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

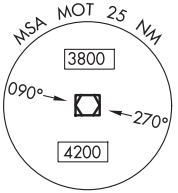
VOR/DME MOT	APP CRS	Rwy Ldg	7700
117.1	134°	TDZE	1702
Chan 118		Apt Elev	1716

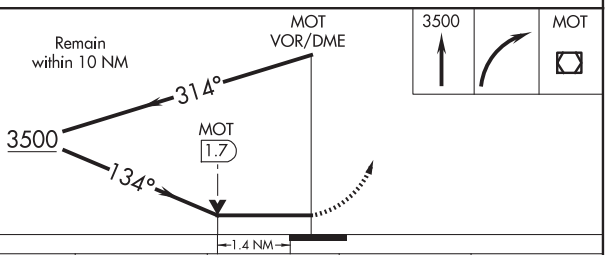
VOR RWY 13
MINOT INTL (MOT)

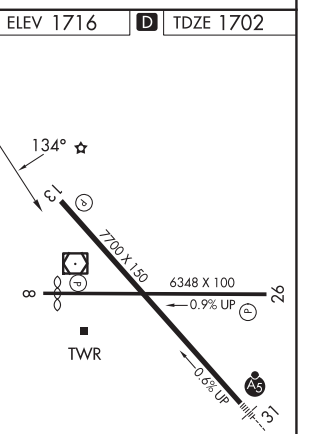
MISSED APPROACH: Climb to 3500 then right turn direct MOT VOR/DME and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 251.125	121.9	122.95









CATEGORY	A	B	C	D
S-13	2200-1 498 (500-1)		2200-1⅜ 498 (500-1⅜)	2200-1½ 498 (500-1½)
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3 1084 (1100-3)	

REIL Rwy 13
REIL Rwys 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

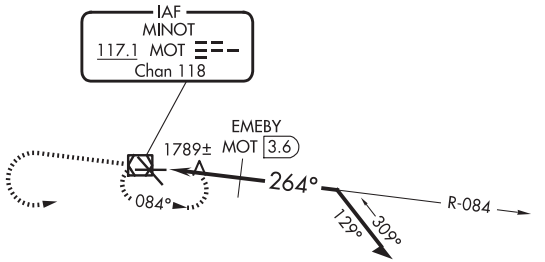
VOR/DME MOT	APP CRS	Rwy Ldg 6348
117.1	264°	TDZE 1682
Chan 118		Apt Elev 1716

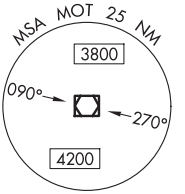
VOR RWY 26
MINOT INTL (MOT)

T
A

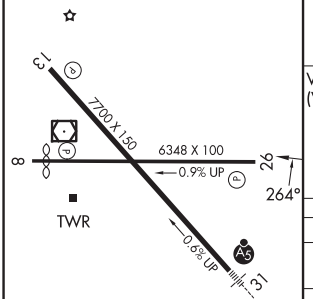
MISSED APPROACH: Climb to 3600 then left turn direct MOT VOR/DME and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 251.125	121.9	122.95

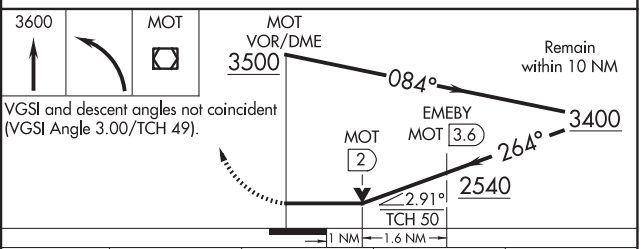




ELEV 1716 D TDZ 1682



REIL Rwy 13
REIL Rwys 8 and 26 L
HIRL Rwys 8-26 and 13-31 L



CATEGORY	A	B	C	D
S-26	2540-1 858 (900-1)	2540-1¼ 858 (900-1¼)	2540-2½ 858 (900-2½)	2540-2¾ 858 (900-2¾)
CIRCLING	2540-1 824 (900-1)	2540-1¼ 824 (900-1¼)	2800-3 1084 (1100-3)	
EMEBY FIX MINIMUMS				
S-26	2040-1 358 (400-1)			2040-1¼ 358 (400-1¼)
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3 1084 (1100-3)	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR RWY 31

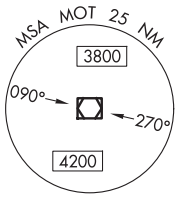
MINOT INTL (MOT)

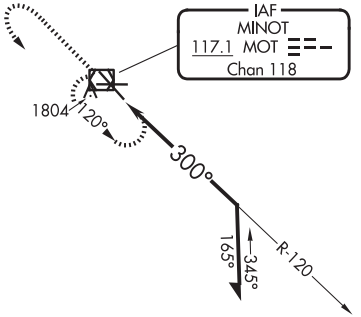
VOR/DME MOT	APP CRS	Rwy Ldg	7700
117.1	300°	TDZE	1679
Chan 118		Apt Elev	1716

MALSR

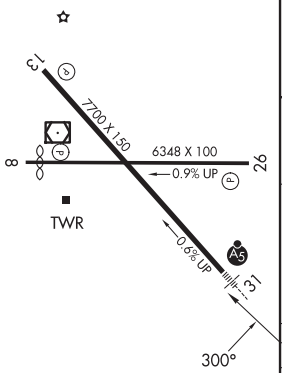
MISSED APPROACH: Climb to 3500 then left turn direct MOT VOR/DME and hold.

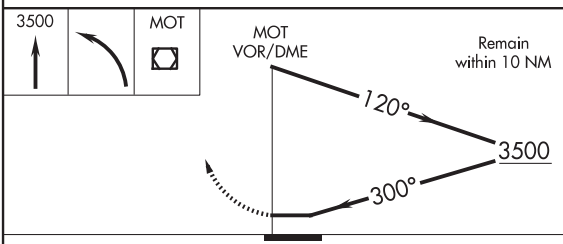
ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 251.125	121.9	122.95





ELEV 1716 D TDZE 1679





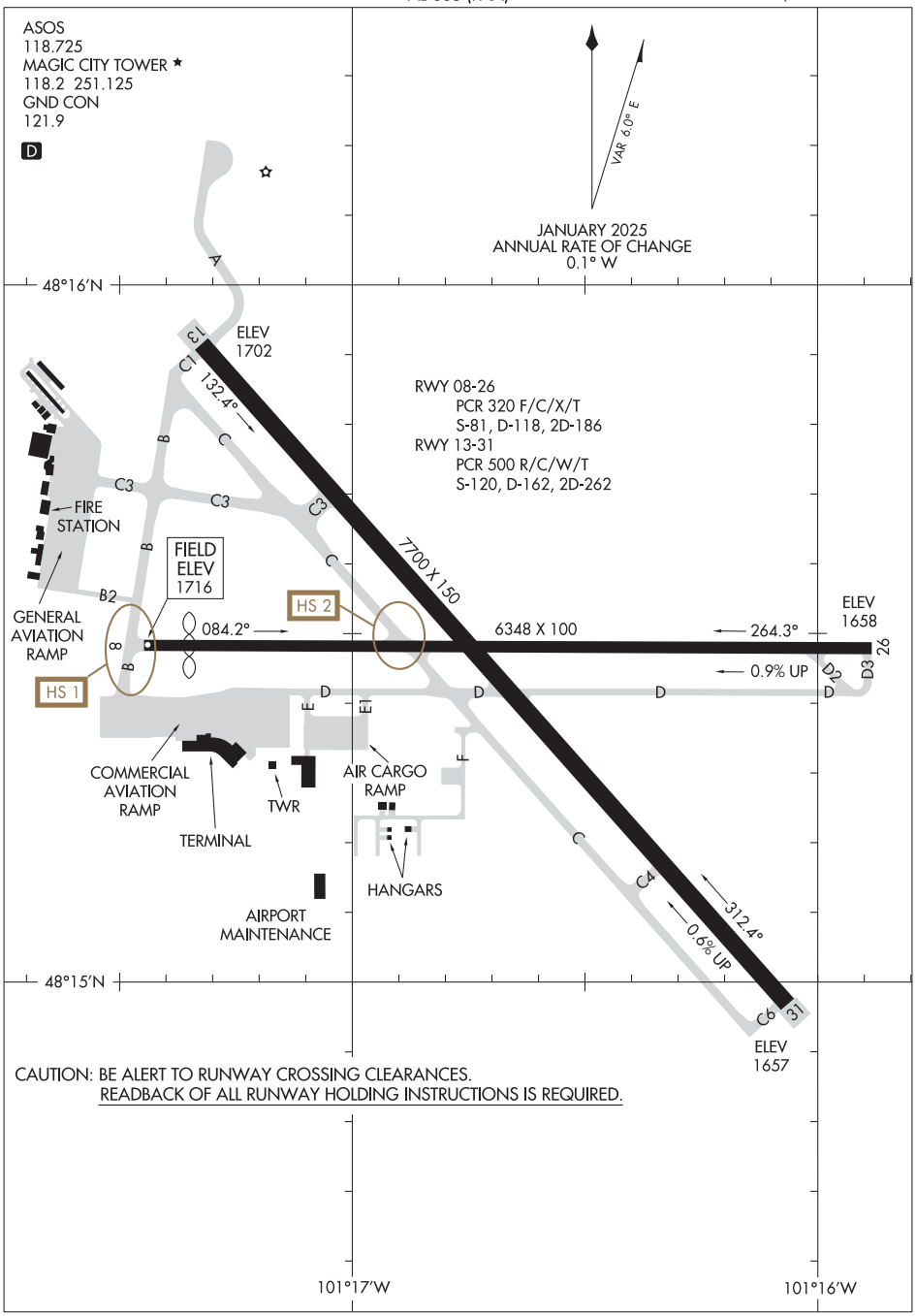
CATEGORY	A	B	C	D
S-31	2200/24 521 (500-½)		2200/55 521 (500-1)	2200/60 521 (500-1¼)
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3 1084 (1100-3)	

REIL Rwy 13
REIL Rwys 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

48°15′N-101°17′W

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025



NC-1, 07 AUG 2025 to 02 OCT 2025

MINOT, NORTH DAKOTA

ILS or LOC Y RWY 12

LOC I-MJW	APCH CRS	Rwy ldg 13,198 TDZE 1666 Arpt Elev 1666
109.9	118°	

[USAF]

MINOT AFB (KMIB)

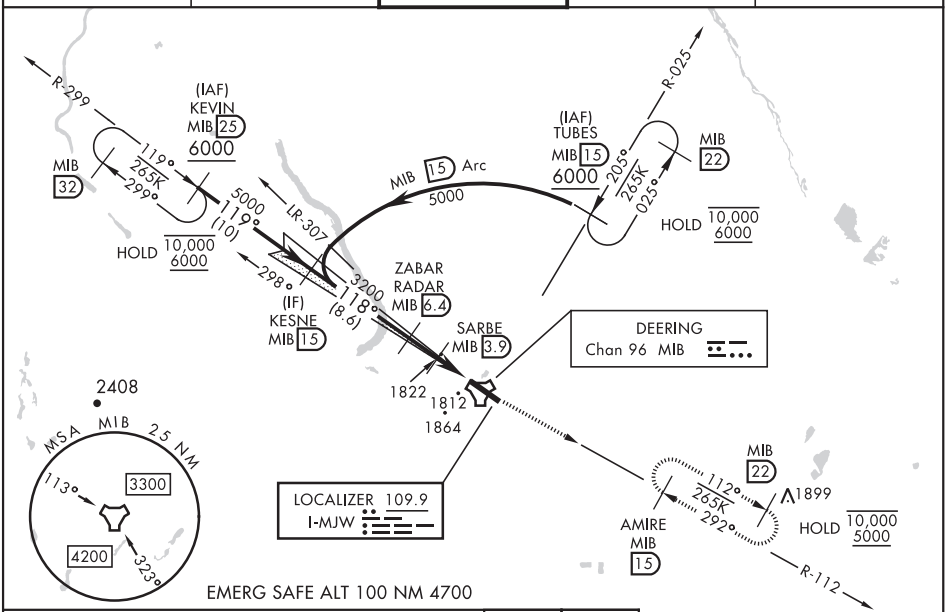
RADAR or DME required.

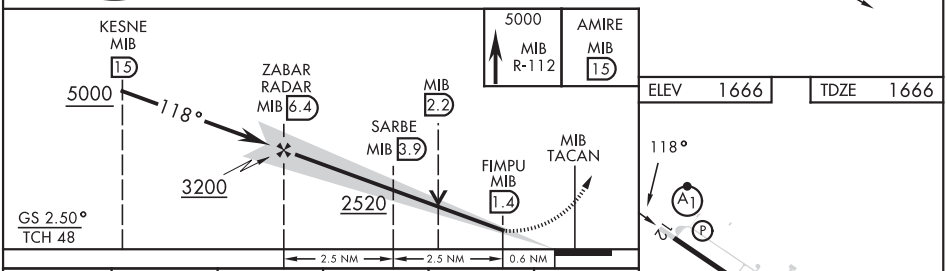
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CDE RVR to 60, vis to 1⅛ miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.
**** Circling not authorized N of Rwy 12-30.

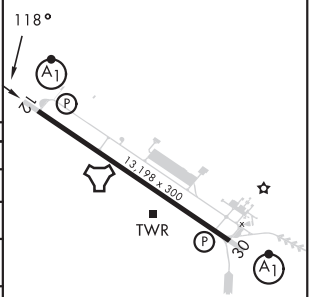
ALSF-1 (A1)

MISSED APPROACH: Climb to 5000 via MIB TACAN R-112 direct AMIRE and hold.

ATIS	MINOT APP CON	MINOT TOWER	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2







CATEGORY	A	B	C	D	E
S-ILS 12 *	1866/24 200 (200-½)				
S-LOC 12 **	2080/24 414 (500-½)		2080/40 414 (500-¾)		
C CIRCLING ****	2120-1 454 (500-1)	2140-1 474 (500-1)	2180-1½ 514 (600-1½)	2320-2 654 (700-2)	2320-2¼ 654 (700-2¼)
LOCAL ALTIMETER WITHOUT LAST STEPDOWN FIX					
S-LOC 12 ***	2200/24 534 (600-½)		2200/55 534 (600-1)		
C CIRCLING ****	2200-1 534 (600-1)		2200-1½ 534 (600-1½)	2320-2 654 (700-2)	2320-2¼ 654 (700-2¼)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MINOT, NORTH DAKOTA

ILS or LOC Y RWY 30

LOC I-MIB	APCH CRS	Rwy ldg 13,198 TDZE 1646 Arpt Elev 1666
109.9	298°	

[USAF]

MINOT AFB (KMIB)

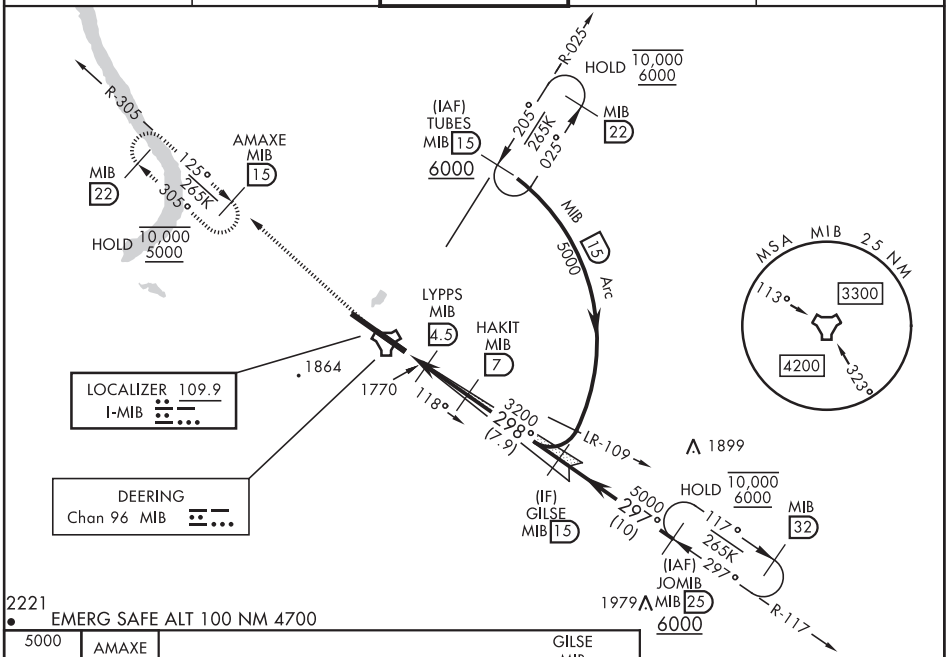
RADAR or DME required.

*When ALS inop, increase RVR to 40 and vis to ¾ mile
**When ALS inop, increase RVR to 55, vis to 1 mile.
***Circling not authorized N of Rwy 12-30.
****When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

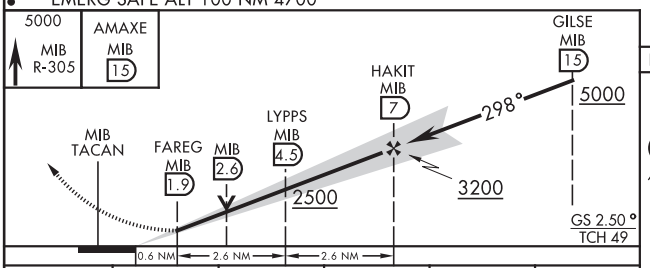
ALSF-1

MISSED APPROACH: Climb to 5000 via MIB TACAN R-305 direct AMAXE and hold.

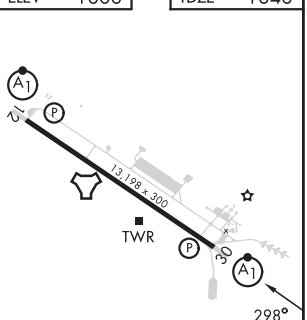
ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2



2221
EMERG SAFE ALT 100 NM 4700



ELEV 1666	TDZE 1646



HIRL Rwy 12-30

CATEGORY	A	B	C	D	E
S-ILS 30 *	1846/24 200 (200-½)				
S-LOC 30 **	2020/24 374 (400-½)		2020/35 374 (400-⅝)		
C CIRCLING ***	2120-1 454 (500-1)	2140-1 474 (500-1)	2180-1½ 514 (600-1½)	2320-2 654 (700-2)	2320-2¼ 654 (700-2¼)
LOCAL ALTIMETER WITHOUT LAST STEPDOWN FIX					
S-LOC 30 ****	2140/24 494 (500-½)		2140/50 494 (500-1)		
C CIRCLING ***	2140-1 474 (500-1)		2180-1½ 514 (600-1½)	2320-2 654 (700-2)	2320-2¼ 654 (700-2¼)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

25079

MINOT, NORTH DAKOTA

RNAV (GPS) Y RWY 12

WAAS CH 51051 W12B	APCH CRS 118°	Rwy ldg 13,198 THRE 1666 Arpt 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.

ALSF-1

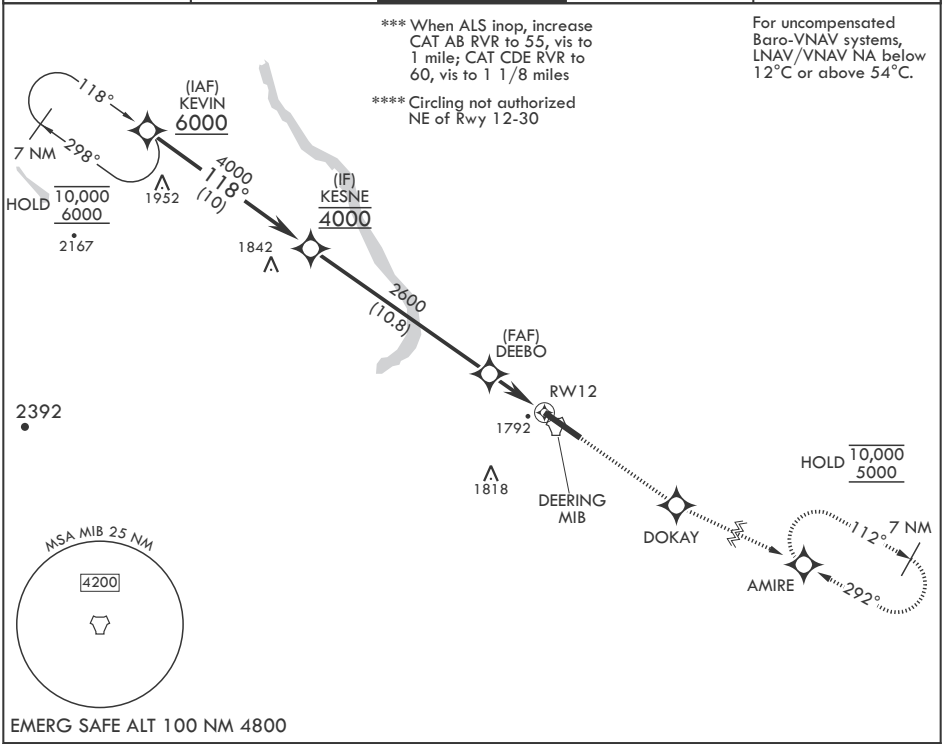
MISSED APPROACH: Climb to 5000 direct DOKAY, track 108° to AMIRE and hold.

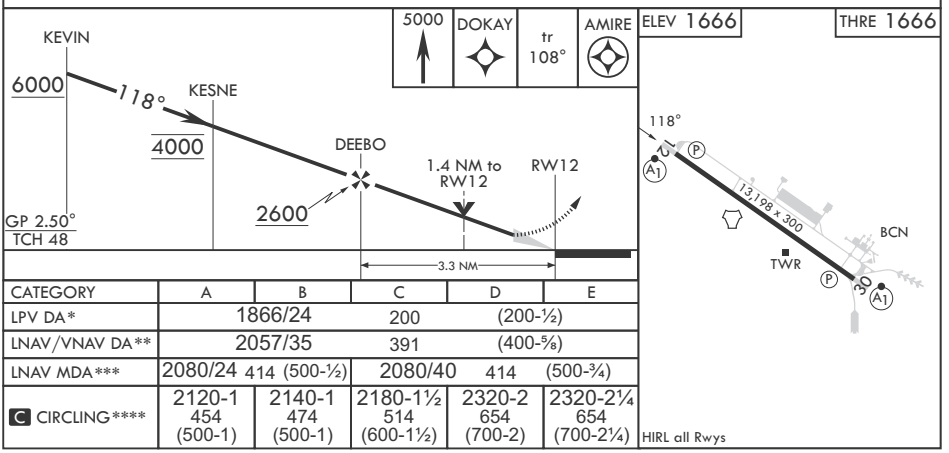
ATIS★	APP CON	TOWER★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2

*** 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 not authorized NE of Rwy 12-30

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 12°C or above 54°C.





CATEGORY	A	B	C	D	E
LPV DA*	1866/24		200	(200-½)	
LNAV/VNAV DA**	2057/35		391	(400-⅝)	
LNAV MDA***	2080/24	414 (500-½)	2080/40	414	(500-¾)
C CIRCLING****	2120-1 454 (500-1)	2140-1 474 (500-1)	2180-1½ 514 (600-1½)	2320-2 654 (700-2)	2320-2¼ 654 (700-2¼)

MINOT, NORTH DAKOTA

Orig 15JUN23

48°25'N - 101°21'W

MINOT AFB (KMIB)

RNAV (GPS) Y RWY 12

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

MINOT, NORTH DAKOTA

RNAV (GPS) Y RWY 30

WAAS CH 47084 W30B	APCH CRS 298°	Rwy ldg 13,198 TDZE 1646 Arpt Elev 1666	- (USAF)	MINOT AFB (KMIB)

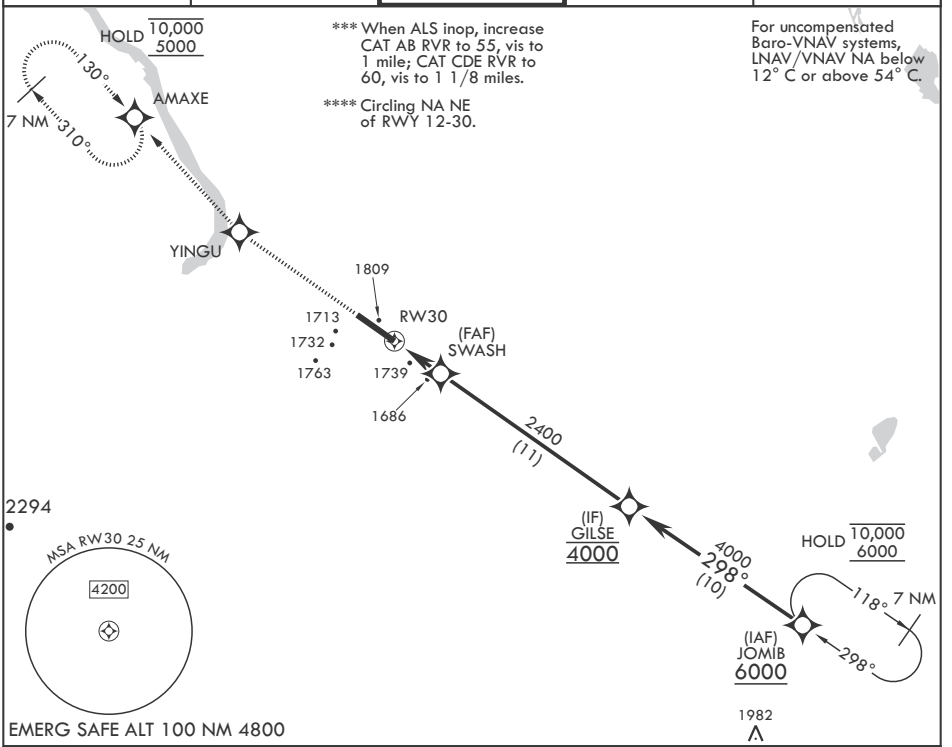
RNP APCH - GPS

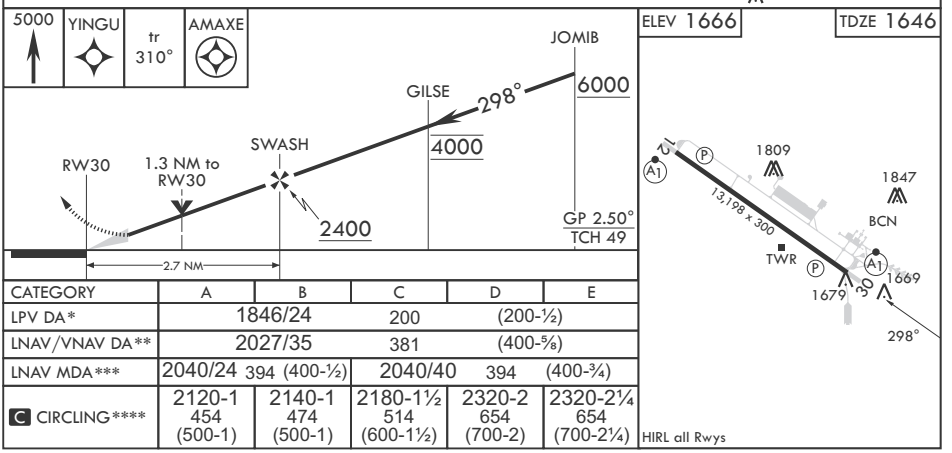
* When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase RVR to 60, vis to 1 1/8 miles.

ALSF-1

MISSED APPROACH: Climb to 5000 direct YINGU, track 310° to AMAXE and hold.

ATIS★	APP CON	TOWER★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2





CATEGORY	A	B	C	D	E
LPV DA*	1846/24		200	(200-½)	
LNAV/VNAV DA**	2027/35		381	(400-⅝)	
LNAV MDA***	2040/24 394 (400-½)		2040/40	394	(400-¾)
C CIRCLING****	2120-1 454 (500-1)	2140-1 474 (500-1)	2180-1½ 514 (600-1½)	2320-2 654 (700-2)	2320-2¼ 654 (700-2¼)

HIRL all Rwys

MINOT, NORTH DAKOTA

Orig 15JUN23

48°25'N - 101°21'W

MINOT AFB (KMIB)

RNAV (GPS) Y RWY 30

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

24137

MINOT, NORTH DAKOTA

TACAN Y RWY 12

TACAN MIB Chan 96	APCH CRS 125°	Rwy ldg 13,198 TDZE 1666 Arpt Elev 1666

[USAF] MINOT AFB (KMIB)

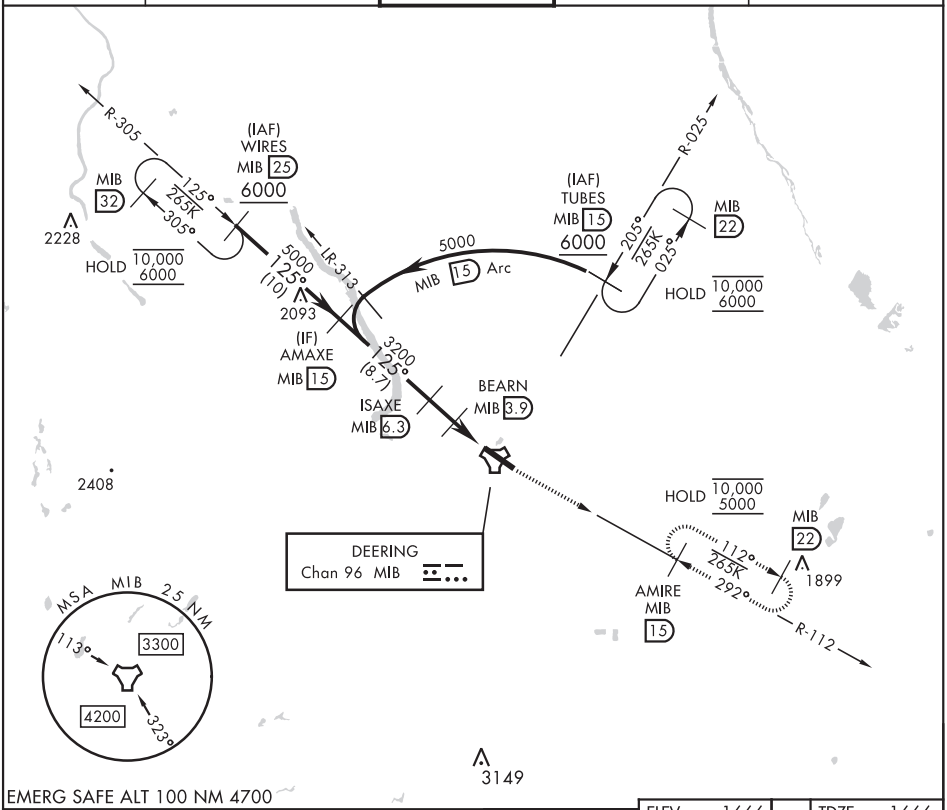
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅜ miles.

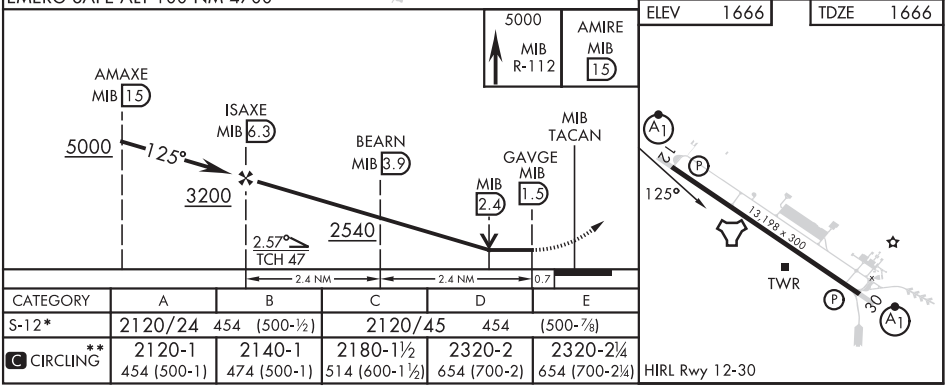
** Circling not authorized N of Rwy 12-30.

ALSF-1

MISSED APPROACH: Climb to 5000 via MIB TACAN R-112 direct AMIRE and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2





CATEGORY	A	B	C	D	E
S-12*	2120/24 454 (500-½)		2120/45 454 (500-⅞)		
C CIRCLING **	2120-1 454 (500-1)	2140-1 474 (500-1)	2180-1½ 514 (600-1½)	2320-2 654 (700-2)	2320-2¼ 654 (700-2¼)

HIRL Rwy 12-30

MINOT, NORTH DAKOTA 48° 25'N-101° 21'W MINOT AFB (KMIB)

Amdt 1 16MAY24

TACAN Y RWY 12

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

MINOT, NORTH DAKOTA

TACAN Y RWY 30

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
MIB Chan 96	292°	13,198	1646	1666

[USAF]

MINOT AFB (KMIB)

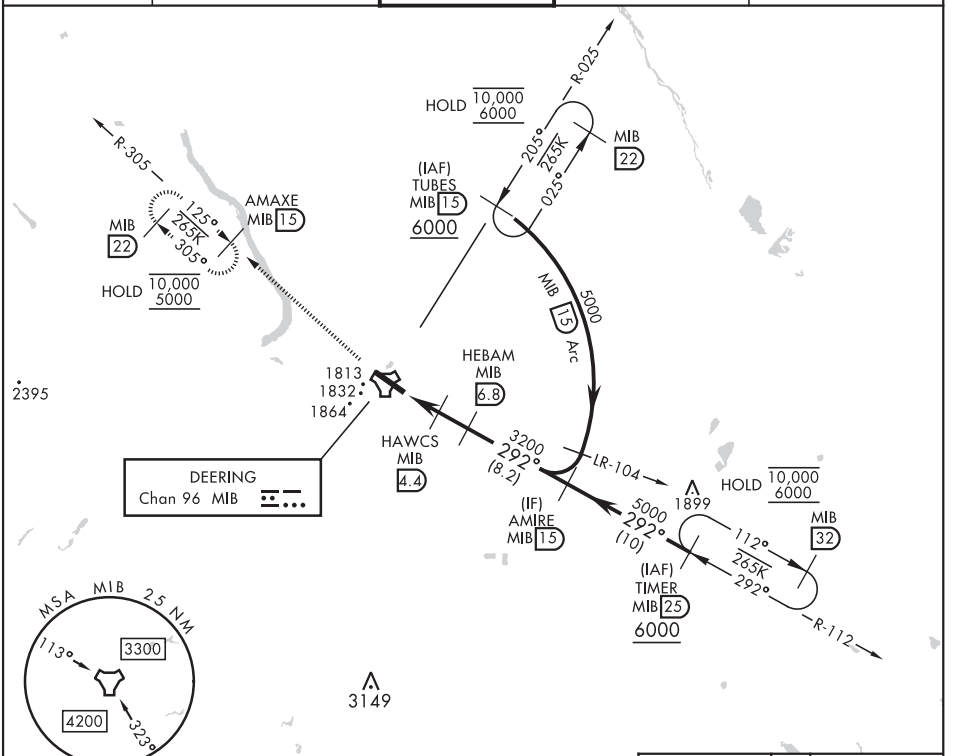
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅜ miles.
** Circling not authorized N of Rwy 12-30

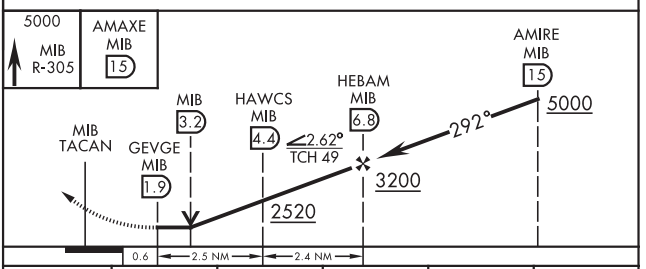
ALSF-1

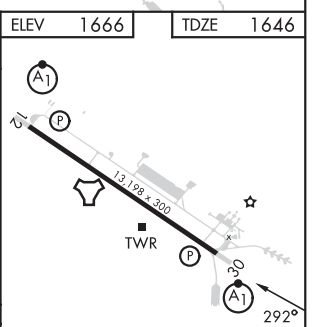
MISSED APPROACH: Climb to 5000 via MIB TACAN R-305 direct AMAXE and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2

NC-1, 07 AUG 2025 to 02 OCT 2025







CATEGORY	A	B	C	D	E
S-30 *	2100/24 454 (500-½)		2100/45 454 (500-⅞)		
C CIRCLING **	2120-1 454 (500-1)	2140-1 474 (500-1)	2180-1½ 514 (600-1½)	2320-2 654 (700-2)	2320-2¼ 654 (700-2¼)

HIRL Rwy 12-30

MINOT, NORTH DAKOTA

48° 25'N-101° 21'W

MINOT AFB (KMIB)

Amdt 1 16MAY24

TACAN Y RWY 30

19227

MINOT, NORTH DAKOTA

COPTER RNAV (GPS) RWY 12

WAAS CH 71280 W12A	APCH CRS 118°	Rwy ldg 13,198 TDZE 1666 Arpt Elev 1666

AL-5013 (USAF)

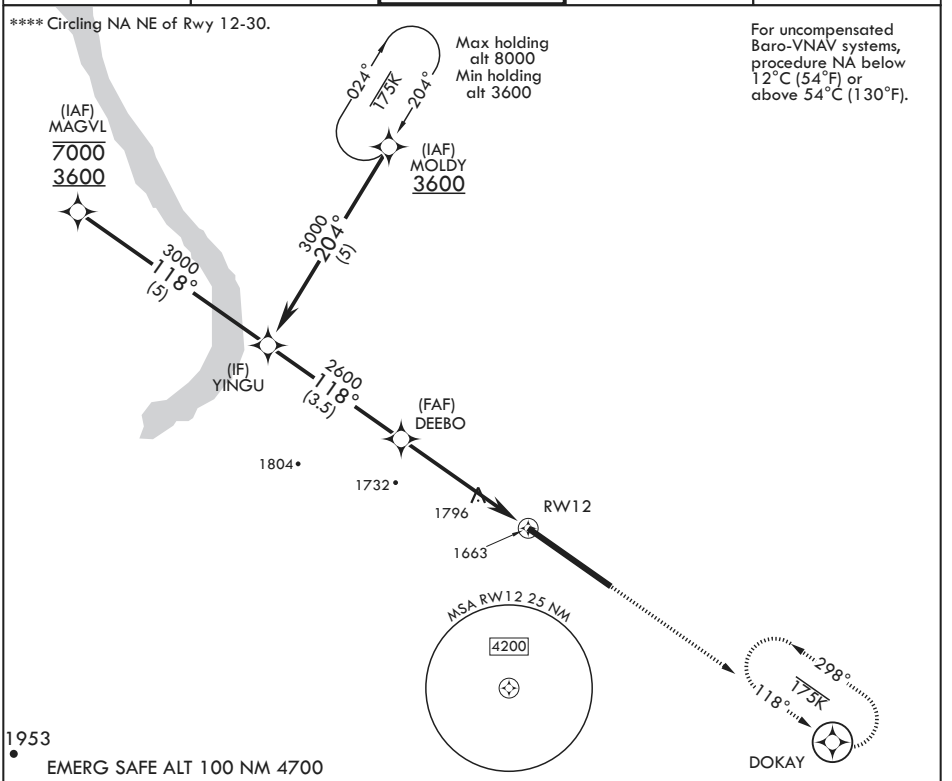
MINOT AFB (KMIB)

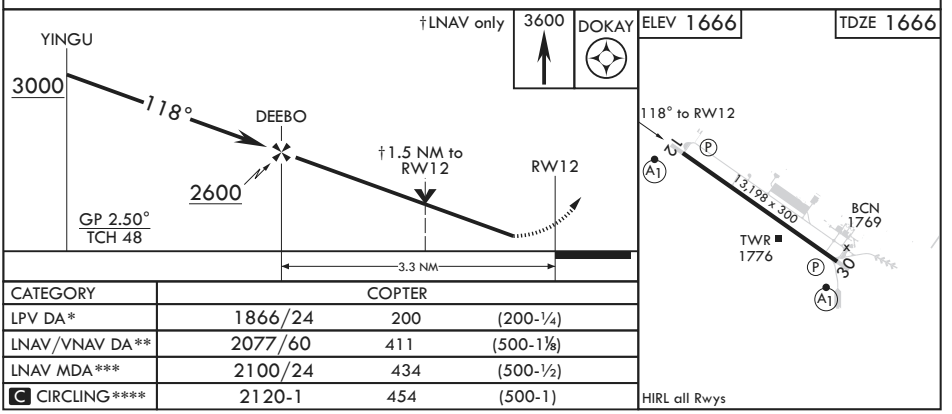
* When ALS inop, increase CAT A RVR to 40, vis to 3/4 mile.
** When ALS inop, increase CAT A vis to 1 5/8 miles.
*** When ALS inop, increase CAT A RVR to 55, vis to 1 mile.

ALSF-1

MISSED APPROACH: Climb to 3600 direct DOKAY and hold.

ATIS★	APP CON	TOWER★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2





CATEGORY	COPTER		
LPV DA*	1866/24	200	(200-¼)
LNAV/VNAV DA**	2077/60	411	(500-1⅛)
LNAV MDA***	2100/24	434	(500-½)
C CIRCLING****	2120-1	454	(500-1)

HIRL all Rwys

MINOT, NORTH DAKOTA

48°25'N - 101°21'W

MINOT AFB (KMIB)

Orig 19JUL18

COPTER RNAV (GPS) RWY 12

NC-1, 07 AUG 2025 to 02 OCT 2025

MINOT, NORTH DAKOTA

COPTER RNAV (GPS) RWY 30

WAAS CH 91355 W30A	APCH CRS 298°	Rwy ldg 13,198 TDZE 1646 Arpt 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.

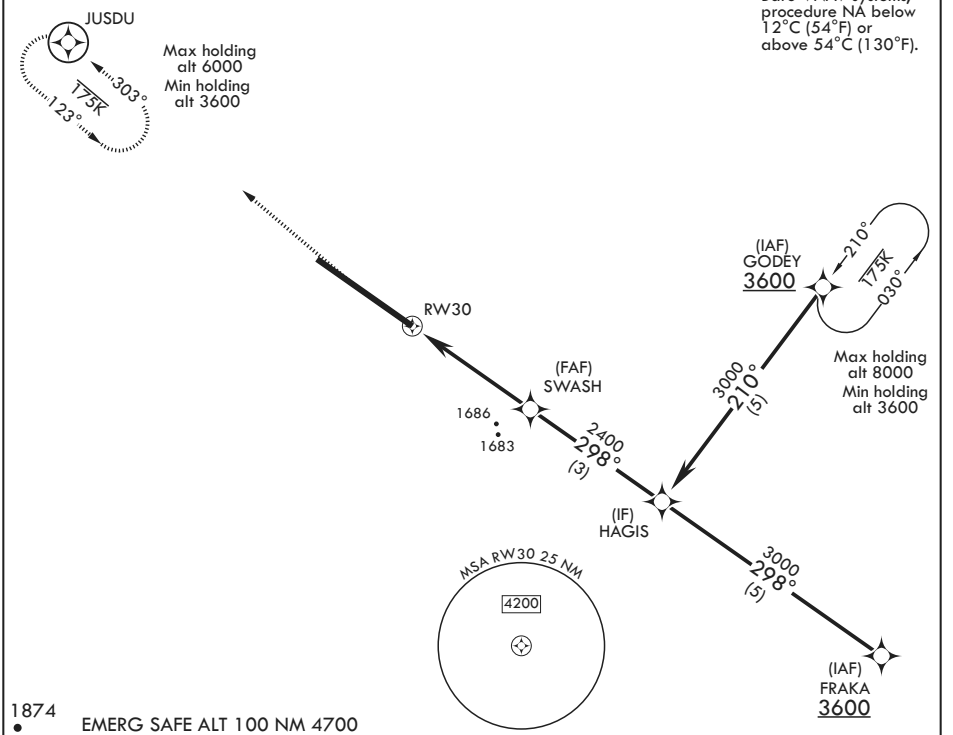
ALSF-1 (A1)

MISSED APPROACH: Climb to 2100 then climbing right turn to 3600 direct JUSDU and hold, continue climb-in-hold to 3600.

ATIS★	APP CON	TOWER★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2

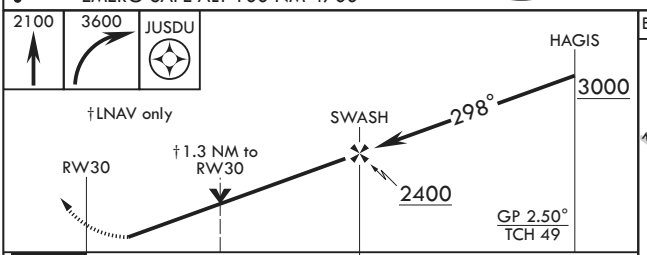
**** Circling NA NE of Rwy 12-30.

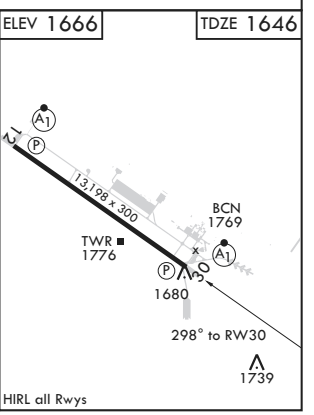
For uncompensated Baro-VNAV systems, procedure NA below 12°C (54°F) or above 54°C (130°F).



1874

EMERG SAFE ALT 100 NM 4700





CATEGORY	COPTER		
LPV DA*	1846/24	200	(200-¼)
LNAV/VNAV DA**	2040/60	394	(400-1⅛)
LNAV MDA***	2040/24	394	(400-½)
C CIRCLING****	2120-1	454	(500-1)

MINOT, NORTH DAKOTA

Orig 19JUL18

48°25'N - 101°21'W

MINOT AFB (KMIB)

COPTER RNAV (GPS) RWY 30

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

MINOT, NORTH DAKOTA

COPTER TACAN 125°

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
MIB Chan 96	125°	13,198	1666	1666

[USAF]

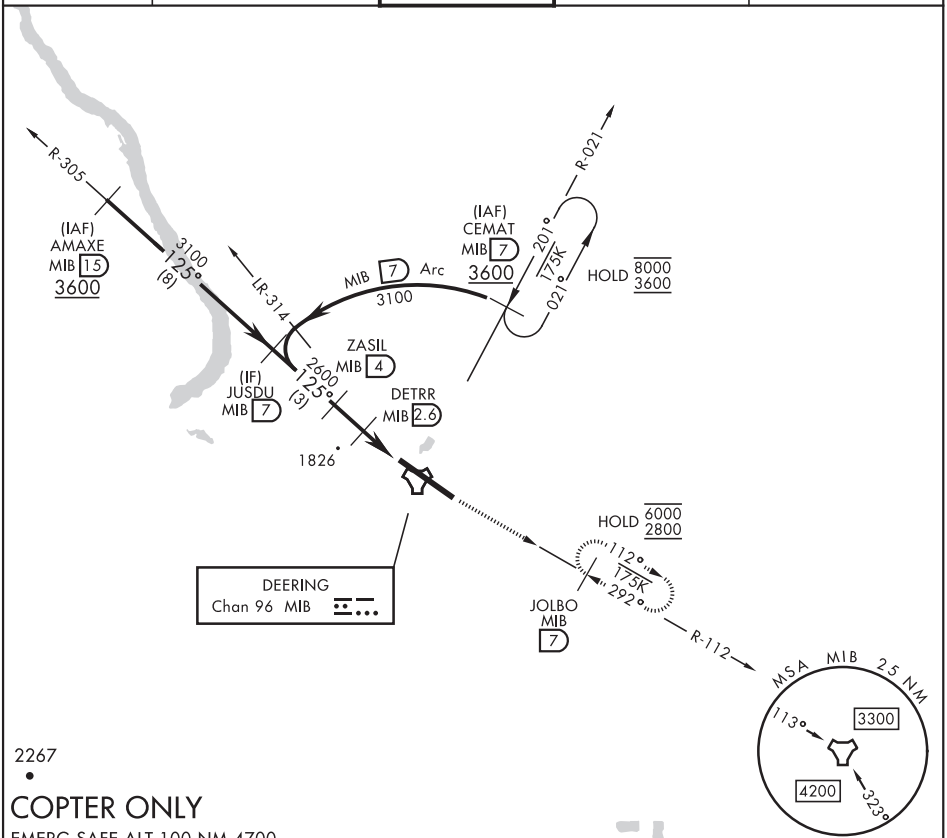
MINOT AFB (KMIB)

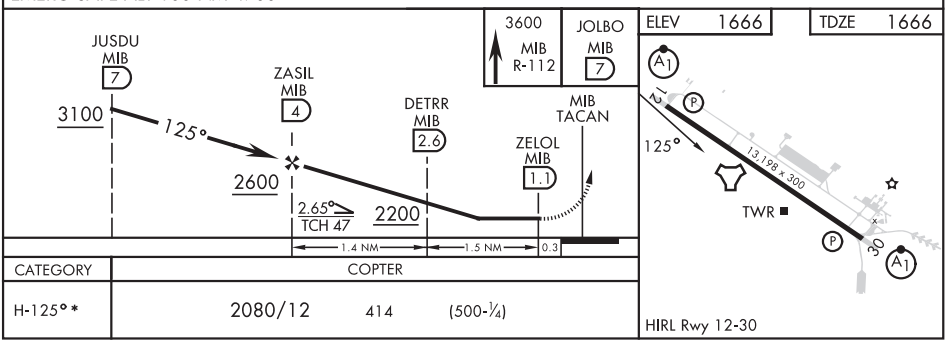
* When ALS inop, increase RVR to 28 and vis to ½ mile.

ALSF-1

MISSED APPROACH: Climb to 3600 via MIB TACAN R-112 direct JOLBO and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2





CATEGORY	COPTER		
H-125°*	2080/12	414	(500-¼)

MINOT, NORTH DAKOTA

48° 25'N-101° 21'W

MINOT AFB (KMIB)

Amdt 1 16MAY24

COPTER TACAN 125°

NC-1, 07 AUG 2025 to 02 OCT 2025

MINOT, NORTH DAKOTA

COPTER TACAN 292°

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
MIB Chan 96	292°	13,198	1646	1666

AL-5013 [USAF]

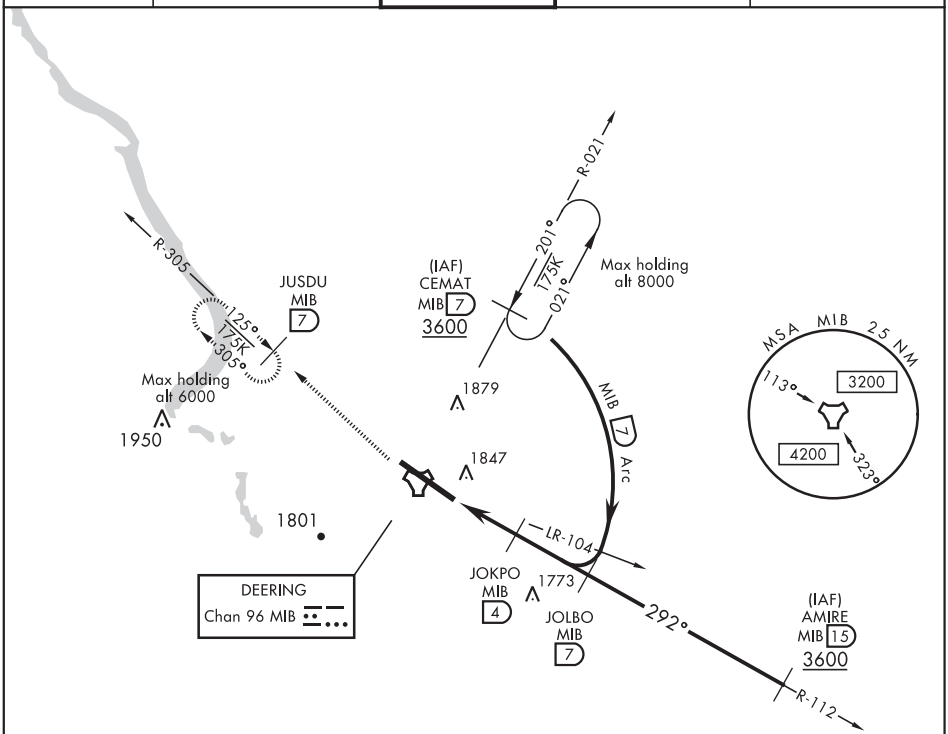
MINOT AFB (KMIB)

* When ALS inop, increase RVR to 28 and vis to ½ mile.

ALSF-1 (A1)

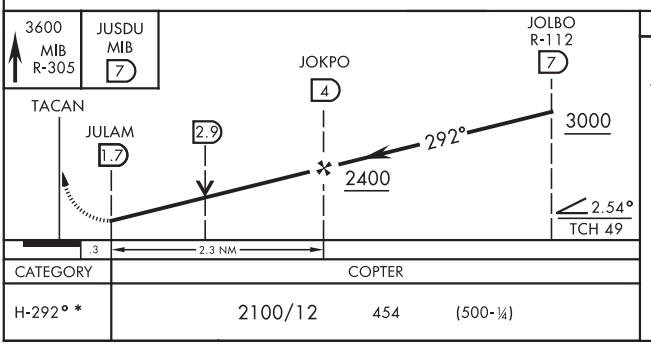
MISSED APPROACH: Climb to 3600 via MIB TACAN R-305 direct JUSDU and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2

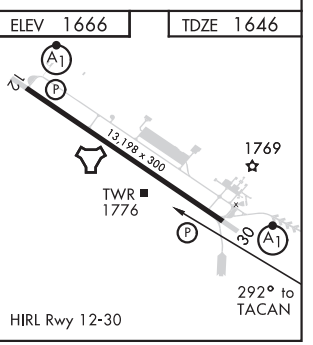


COPTER ONLY

EMERG SAFE ALT 100 NM 4700



CATEGORY	COPTER		
H-292° *	2100/12	454	(500-¼)



MINOT, NORTH DAKOTA

Orig 21JUL16

48° 25'N-101° 21'W

MINOT AFB (KMIB)

COPTER TACAN 292°

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

22195

AIRPORT DIAGRAM

MINOT AFB (KMIB)

MINOT, NORTH DAKOTA

AL-5013 [USAF]

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

MINOT, NORTH DAKOTA

MINOT AFB (KMIB)

LOC I-LPA	APP CRS	Rwy Ldg	6701
109.7	310°	TDZE	1304
		Apt Elev	1304

ILS or LOC RWY 31
MITCHELL MUNI (MHE)

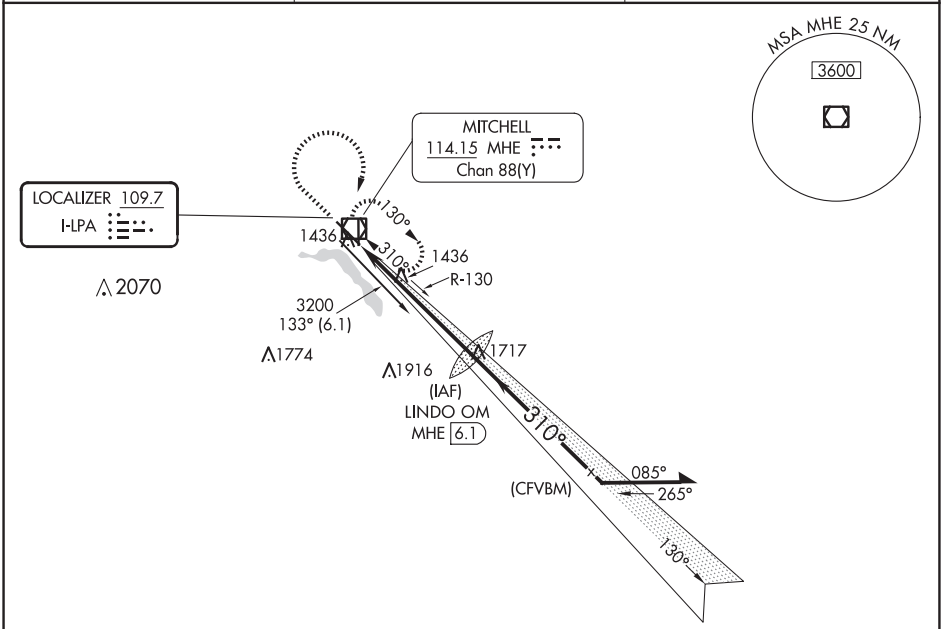
DME required.

T A NA Autopilot coupled approach NA below 2174 MSL.
For inop ALS, increase S-LOC 31 Cats C and D visibility to 1⅛ SM.

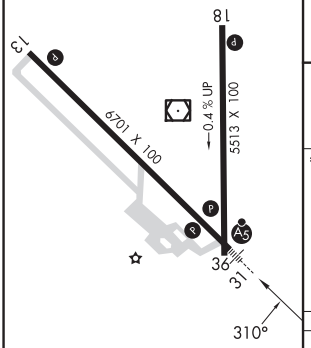
MALSR

MISSED APPROACH: Climb to 3200 then right turn direct MHE VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
124.175	126.25 339.8	122.8 (CTAF) L

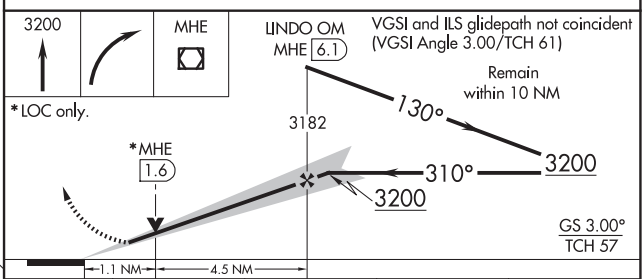


ELEV 1304 TDZE 1304



HIRL Rwy 13-31 L
MIRL Rwy 18-36 L
REIL Rwys 13 and 18 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 31	1554-½	250 (300-½)		
S-LOC 31	1700-½	396 (400-½)	1700-¾	396 (400-¾)
C CIRCLING	1740-1 436 (500-1)	1760-1 456 (500-1)	1820-1½ 516 (600-1½)	1860-2 556 (600-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

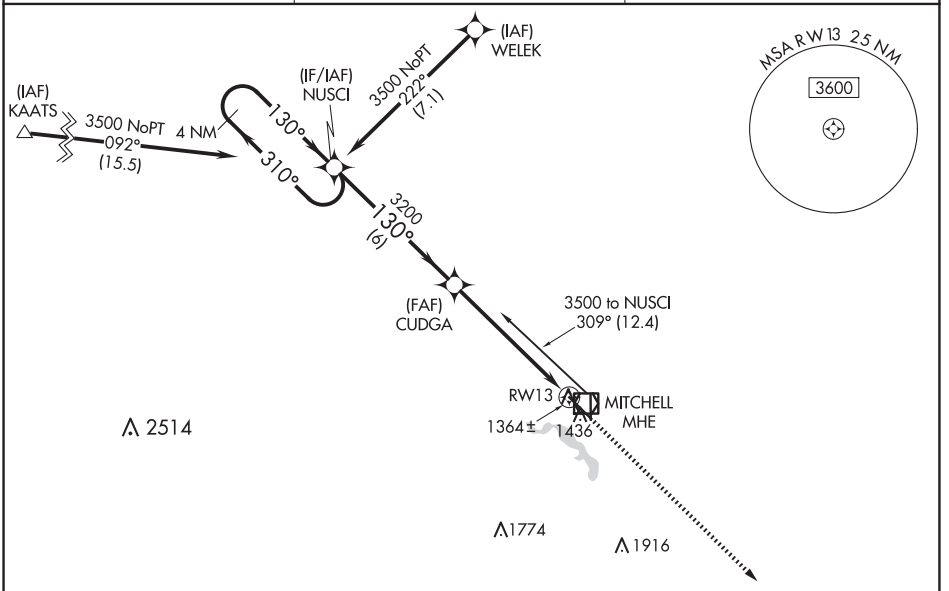
WAAS	APP CRS	Rwy Ldg	6701
CH 77900	130°	TDZE	1301
W13A		Apt Elev	1304

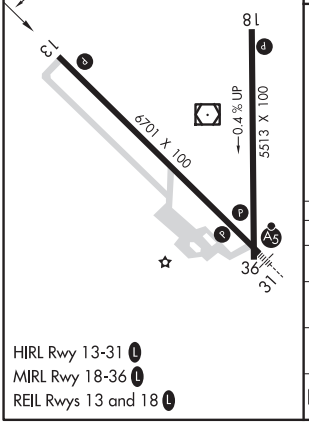
RNAV (GPS) RWY 13
MITCHELL MUNI (MHE)

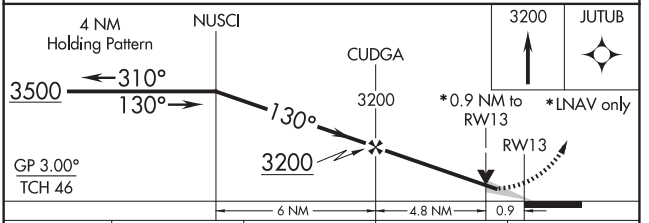
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA with Huron Rgnl altimeter setting.
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huron Rgnl altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct JUTUB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
124.175	126.25 339.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1575-1		274 (300-1)	
LNAV/VNAV DA	1627-1¼		326 (400-1¼)	
LNAV MDA	1620-1		319 (400-1)	
C CIRCLING	1740-1¼ 436 (500-1¼)	1760-1¼ 456 (500-1¼)	1820-1½ 516 (600-1½)	1860-2 556 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 18-36 L
REIL Rwys 13 and 18 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	5513
CH 86938	176°	TDZE	1298
W18A		Apt Elev	1304

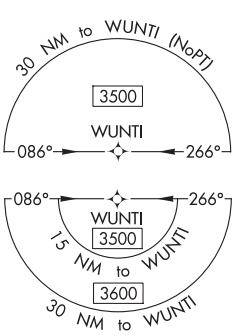
RNAV (GPS) RWY 18

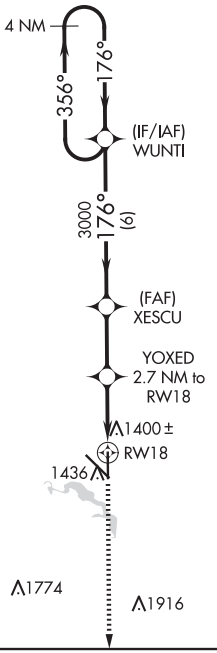
MITCHELL MUNI (MHE)

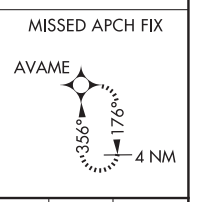
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Huron Rgnl altimeter setting and increase LPV DA to 1637, LNAV/VNAV DA to 1685 and increase all MDA 100 feet. Increase LPV visibility all Cats to 1⅛ mile, LNAV/VNAV visibility all Cats to 1⅜ mile and LNAV Cats C/D to 1⅜ mile. Increase Circling Cat C visibility to 1¾ mile. Baro VNAV and VDP NA when using Huron Rgnl altimeter setting.

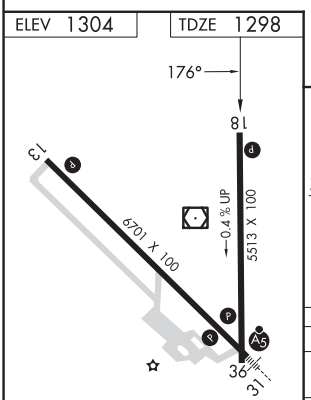
MISSED APPROACH: Climb to 3500 direct AVAME and hold.

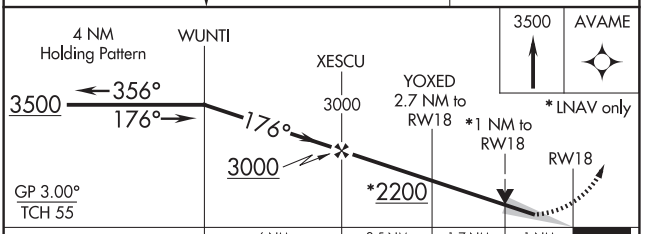
ASOS	MINNEAPOLIS CENTER	UNICOM
124.175	126.25 339.8	122.8 (CTAF) L











CATEGORY	A	B	C	D
LPV DA	1548-1 250 (300-1)			
LNAV/VNAV DA	1596-1 298 (300-1)			
LNAV MDA	1660-1 362 (400-1)			
C 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 L
MIRL Rwy 18-36 L
REIL Rwys 13 and 18 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

MITCHELL MUNI (MHE)

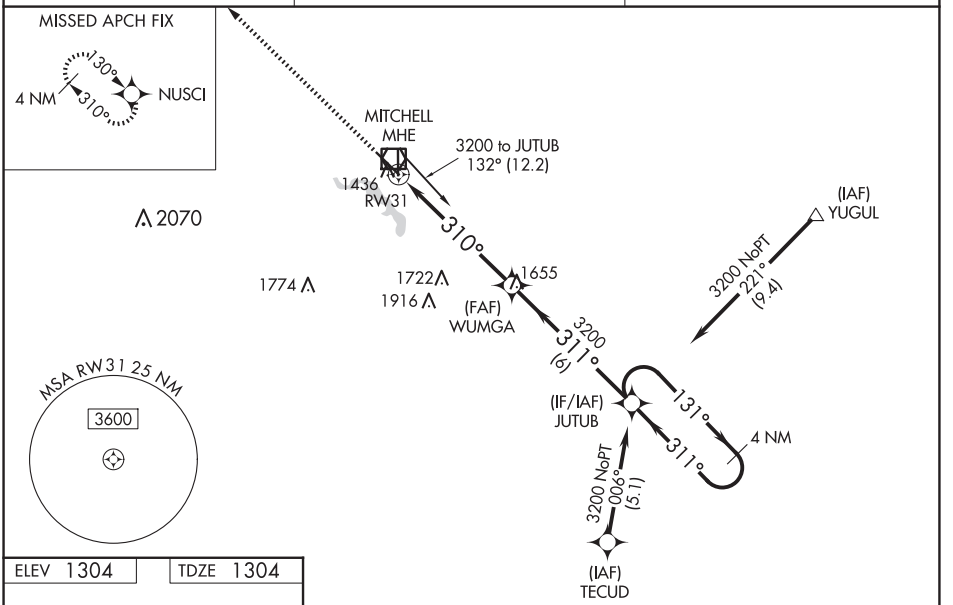
WAAS	APP CRS	Rwy Ldg	6701
CH 70700	310°	TDZE	1304
W31A		Apt Elev	1304

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 ⅛ mile. Increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ¼ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 mile and LNAV Cats C/D to 1⅜ mile. For inop MALSR when using Huron Rgnl altimeter setting, increase LPV all Cats visibility to 1⅛ mile.

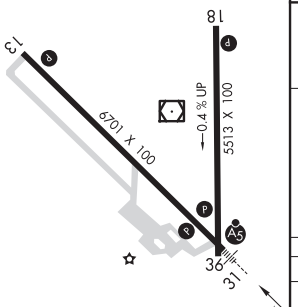
MALSR

MISSED APPROACH: Climb to 3500 direct NUSCI and hold.

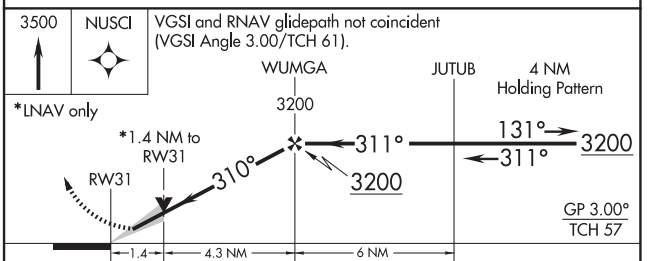
ASOS	MINNEAPOLIS CENTER	UNICOM
124.175	126.25 339.8	122.8 (CTAF) L



ELEV 1304	TDZE 1304



HIRL Rwy 13-31 L
MIRL Rwy 18-36 L
REIL Rwys 13 and 18 L



CATEGORY	A	B	C	D
LPV DA	1554-½ 250 (300-½)			
LNAV/VNAV DA	1625-⅝ 321 (400-⅝)			
LNAV MDA	1800-½ 496 (500-½)		1800-1 496 (500-1)	
C CIRCLING	1800-1 496 (500-1)		1820-1½ 516 (600-1½)	1860-2 556 (600-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 63038 W36A	APP CRS 356°	Rwy Ldg 5513 TDZE 1304 Apt Elev 1304

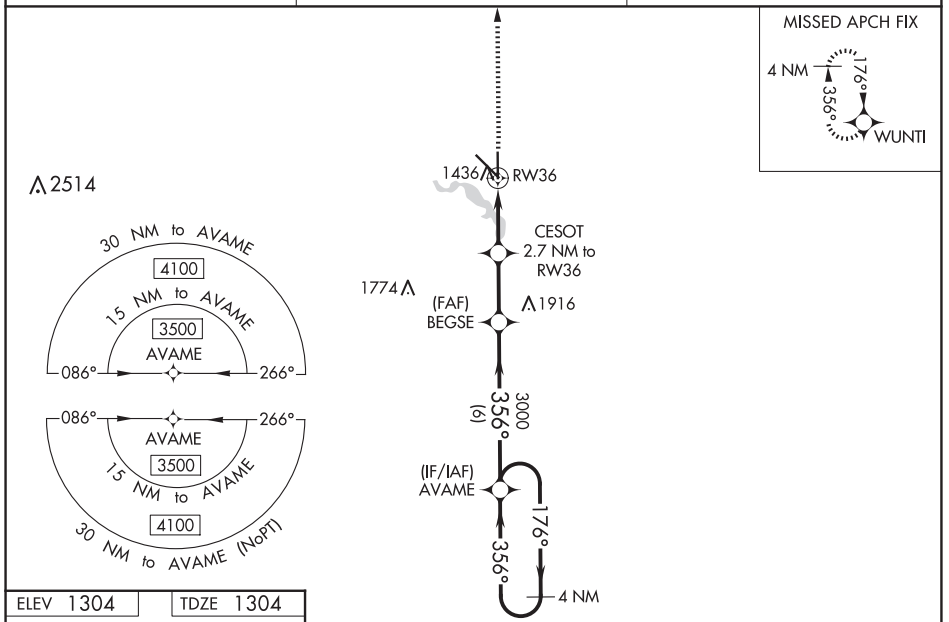
RNAV (GPS) RWY 36

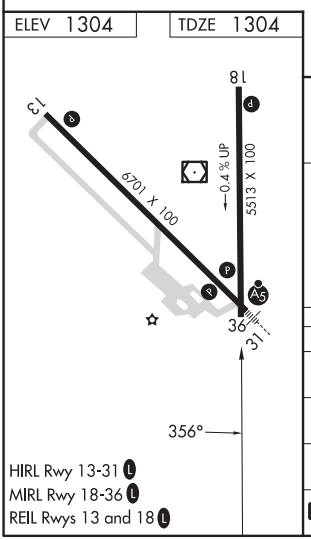
MITCHELL MUNI (MHE)

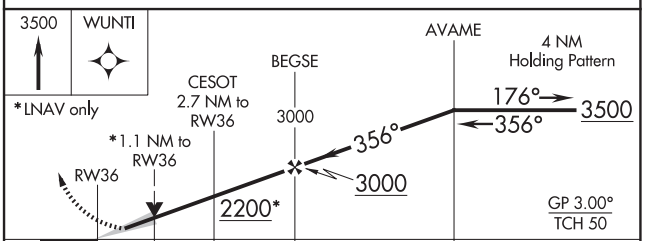
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huron Rgnl altimeter setting and increase LPV DA to 1643, and LNAV/VNAV DA to 1697. Increase all MDA 100 feet. Increase LPV visibility, all Cats, to 1⅛ mile, LNAV/VNAV visibility, all Cats, and LNAV visibility Cats C/D to 1⅜ 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	MINNEAPOLIS CENTER	UNICOM
124.175	126.25 339.8	122.8 (CTAF) L







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)		1700-1⅛ 396 (400-1⅛)	
C CIRCLING	1740-1 436 (500-1)	1760-1 456 (500-1)	1820-1½ 516 (600-1½)	1860-2 556 (600-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
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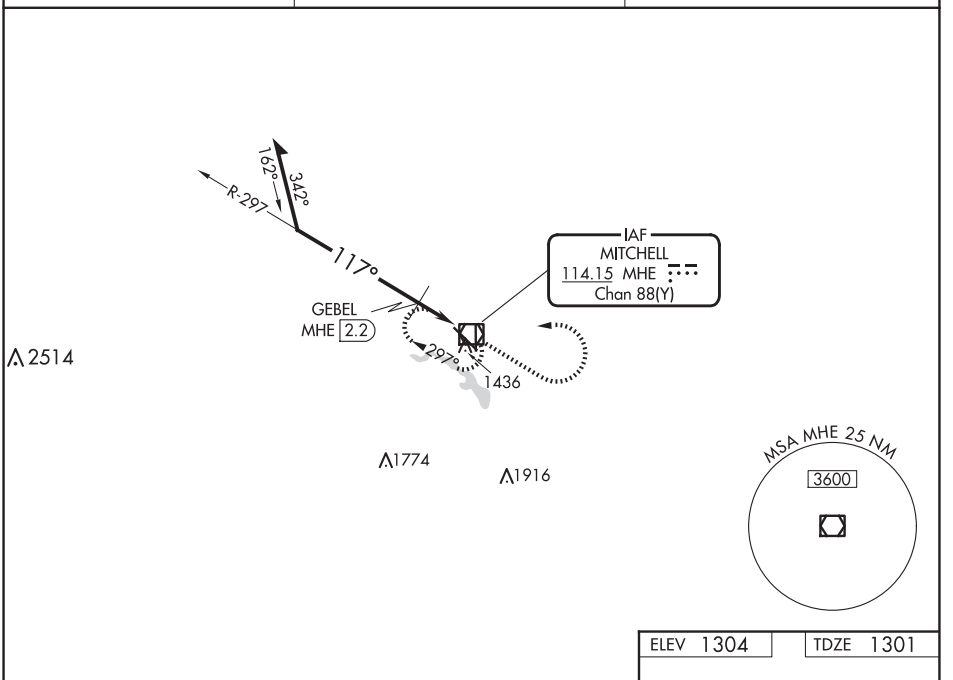
VOR/DME MHE	APP CRS	Rwy Ldg	6701
114.15	117°	TDZE	1301
Chan 88 (Y)		Apt Elev	1304

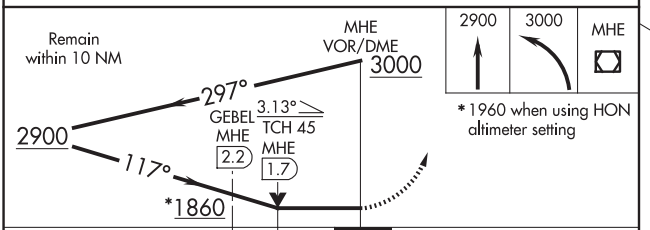
VOR RWY 13
MITCHELL MUNI (MHE)

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 ⅜ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2900 then climbing left turn to 3000 direct MHE VOR/DME and hold.

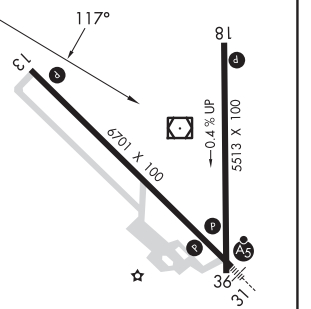
ASOS	MINNEAPOLIS CENTER	UNICOM
124.175	126.25 339.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	1860-1	559 (600-1)	1860-1⅝	559 (600-1⅝)
C CIRCLING	1860-1	556 (600-1)	1860-1⅝ 556 (600-1⅝)	1860-2 556 (600-2)
GEBEL FIX MINIMUMS (DME REQUIRED)				
S-13	1680-1	379 (400-1)		
C CIRCLING	1740-1 436 (500-1)	1760-1 456 (500-1)	1820-1½ 516 (600-1½)	1860-2 556 (600-2)

ELEV 1304 TDZE 1301



HIRL Rwy 13-31 L
MIRL Rwy 18-36 L
REIL Rwys 13 and 18 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	4410
118°	TDZE	1703
	Apt Elev	1715

RNAV (GPS) RWY 12

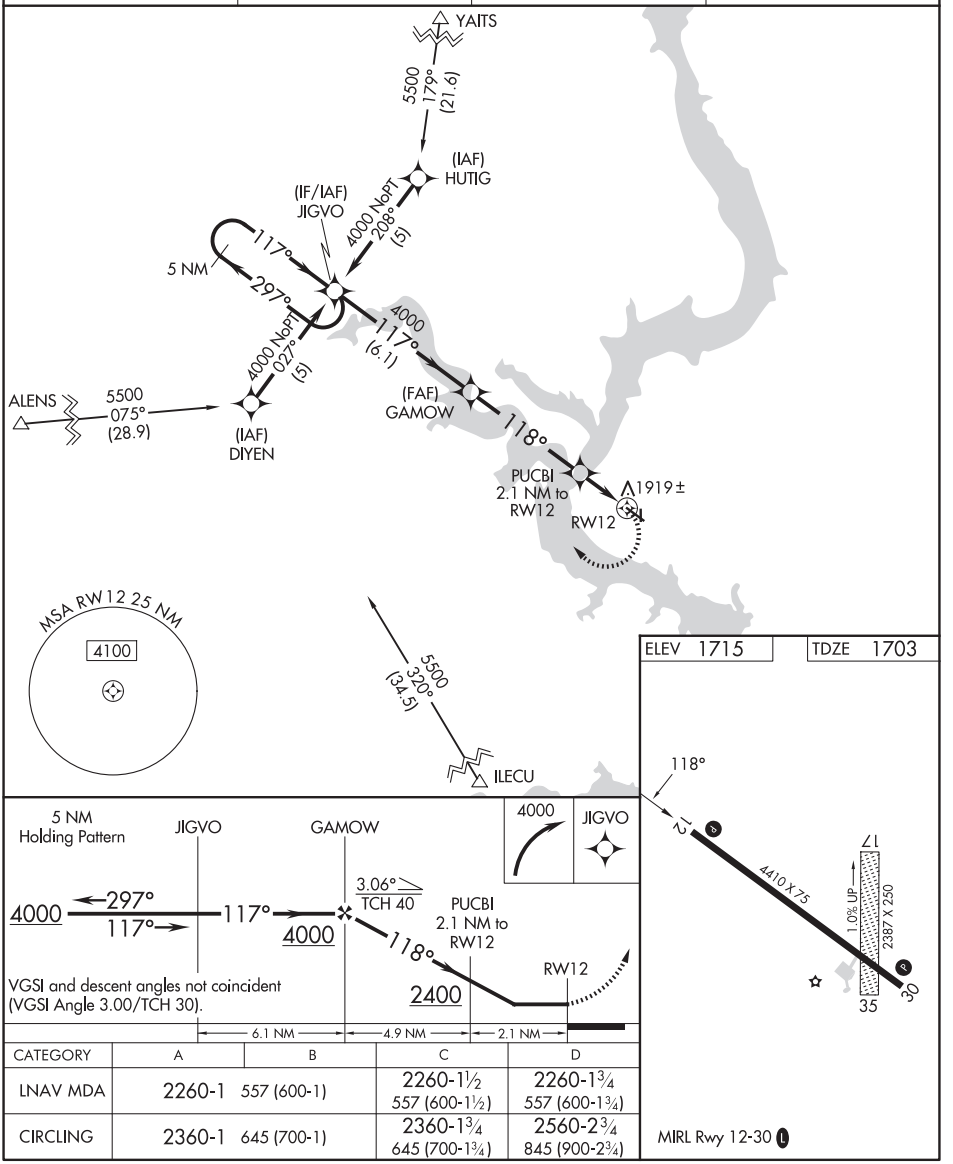
MOBRIDGE MUNI (MBG)

RNP APCH-GPS.

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.

MISSED APPROACH: Climbing right turn to 4000 direct JIGVO and hold.

ASOS	MINNEAPOLIS CENTER	GCO	UNICOM
121.425	135.25 256.7	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2260-1 557 (600-1)		2260-1½ 557 (600-1½)	2260-1¾ 557 (600-1¾)
CIRCLING	2360-1 645 (700-1)		2360-1¾ 645 (700-1¾)	2560-2¾ 845 (900-2¾)

MIRL Rwy 12-30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
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WAAS CH 72622 W30A	APP CRS 298°	Rwy Ldg 4410 TDZE 1701 Apt Elev 1716

RNAV (GPS) RWY 30

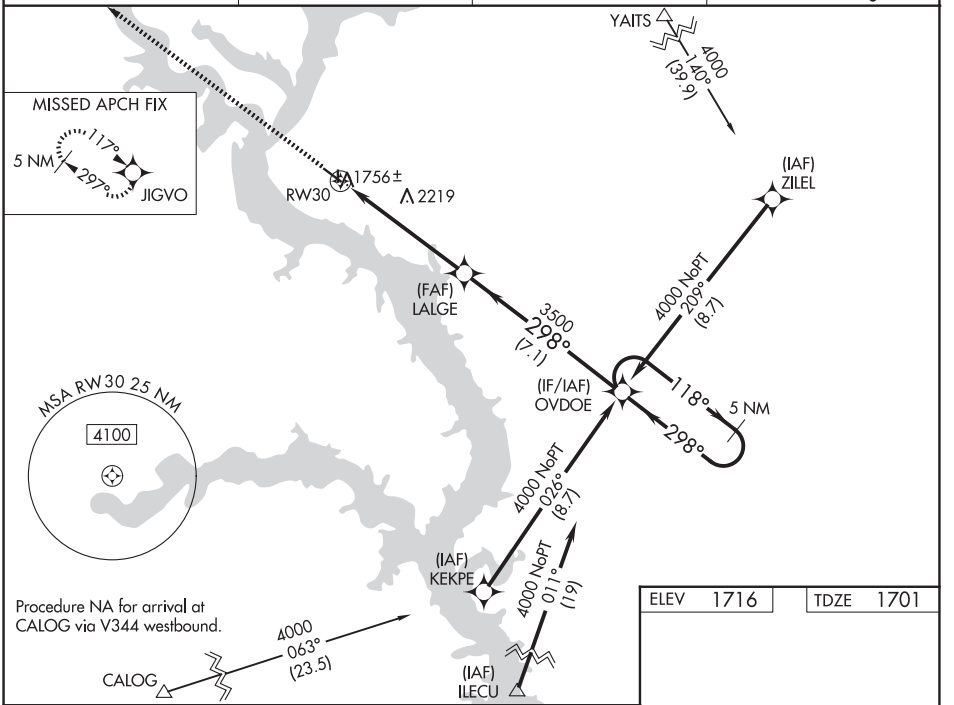
MOBRIDGE MUNI (MBG)

RNP APCH-GPS.

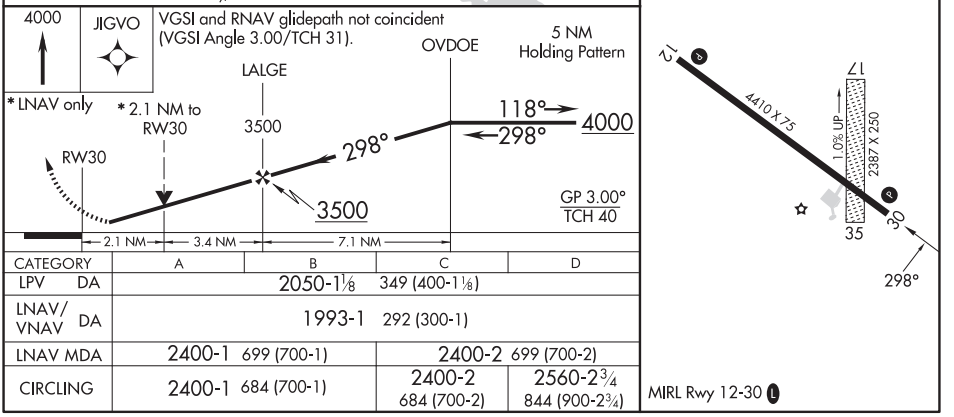
Baro-VNAV NA when using Pierre Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 33°C. Rwy 30 helicopter visibility below ¾ SM NA. VDP NA with Pierre Rgnl altimeter setting. When local altimeter setting not received, use Pierre Rgnl altimeter setting and increase all DA 165 feet and all MDA 180 feet, increase LPV and LNAV/VNAV all Cats visibility ⅝ mile, LNAV Cat B visibility ¼ mile, Cat C/D ½ mile, Circling Cat A/B/D ¼ mile, Cat C ½ mile. Circling NA for Cat C and D northeast of Rwy 12-30. Circling Rwy 12 NA at night. Circling NA to Rwys 17 and 35.

MISSED APPROACH: Climb to 4000 direct JIGVO and hold.

ASOS	MINNEAPOLIS CENTER	GCO	UNICOM
121.425	135.25 256.7	121.725	122.8 (CTAF) L



ELEV 1716	TDZE 1701



CATEGORY	A	B	C	D
LPV DA		2050-1⅛	349 (400-1⅛)	
LNAV/VNAV DA		1993-1	292 (300-1)	
LNAV MDA	2400-1 699 (700-1)		2400-2 699 (700-2)	
CIRCLING	2400-1 684 (700-1)		2400-2 684 (700-2)	2560-2¾ 844 (900-2¾)

MIRL Rwy 12-30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 13

MOHALL MUNI (HBC)

WAAS	APP CRS	Rwy Idg	3599
CH 45844	131°	TDZE	1650
W13A		Apt Elev	1650

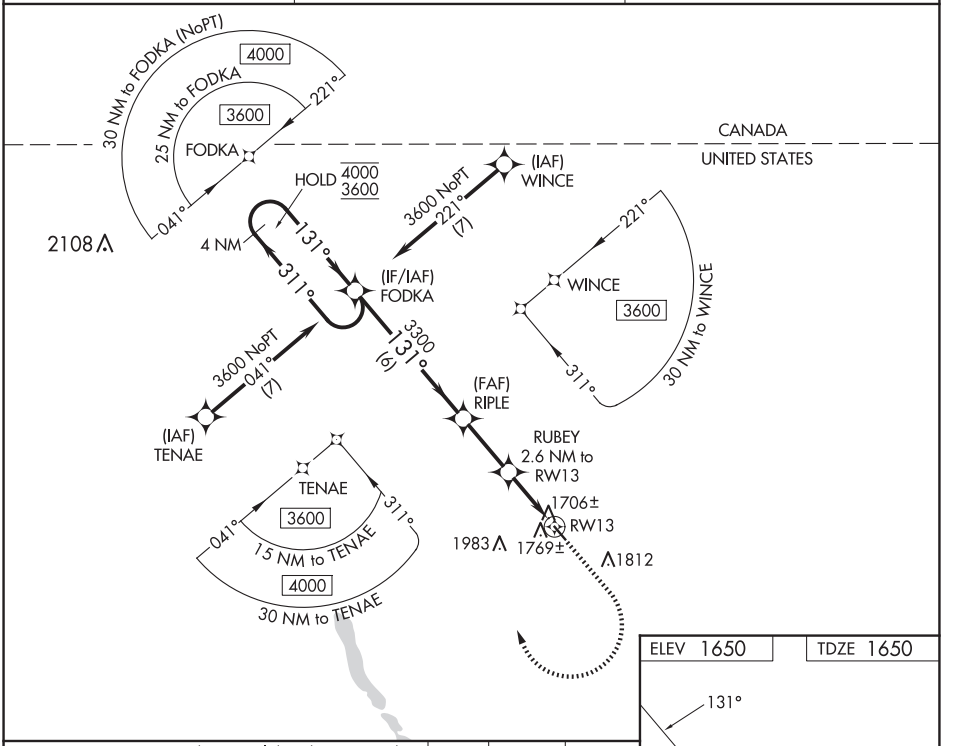
RNP APCH - GPS.

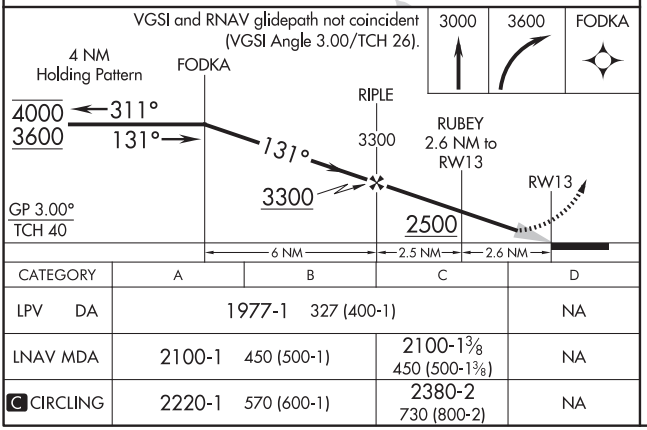
NA

Use Minot Intl altimeter setting.

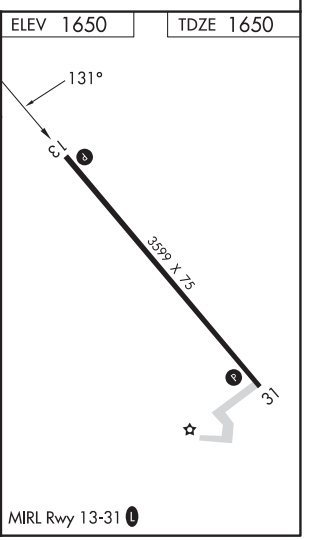
MISSED APPROACH: Climb to 3000 then climbing right turn to 3600 direct FODKA and hold.

MOT ASOS	MINOT APP CON ★	UNICOM
118.725	119.6 363.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1977-1 327 (400-1)			NA
LNAV MDA	2100-1 450 (500-1)		2100-1⅜ 450 (500-1⅜)	NA
C CIRCLING	2220-1 570 (600-1)		2380-2 730 (800-2)	NA



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MOHALL, NORTH DAKOTA | AL-6052 (FAA) | 25163

RNAV (GPS) RWY 31

MOHALL MUNI (HBC)

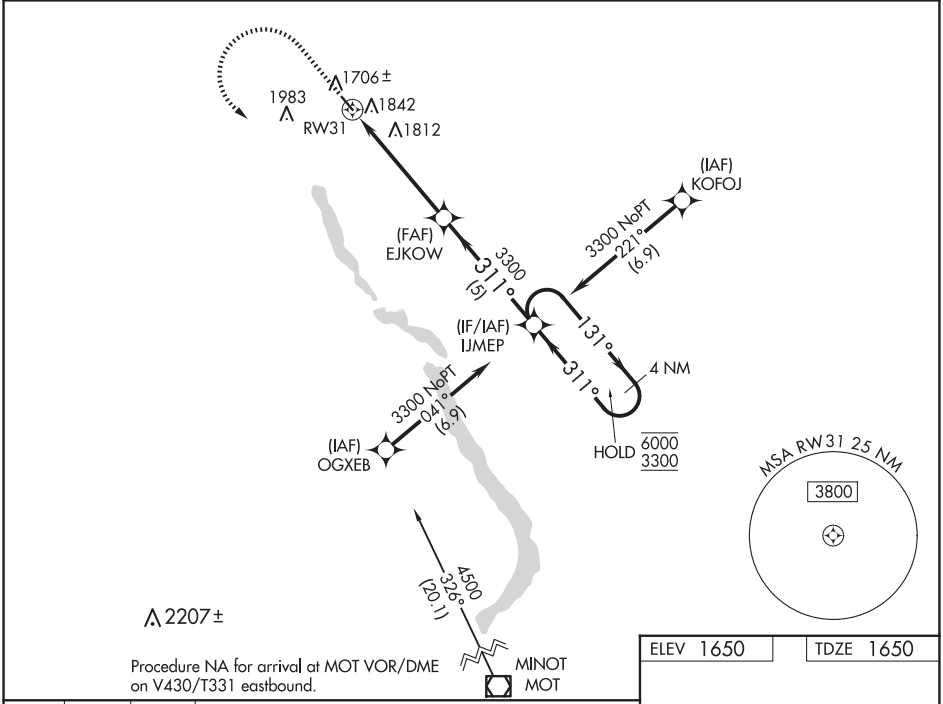
WAAS	APP CRS	Rwy Ldg	3599
CH 99447	311°	TDZE	1650
W31A		Apt Elev	1650

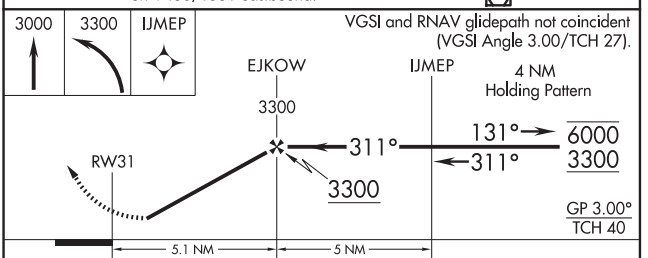
RNP APCH - GPS.

Rwy 31 helicopter visibility reduction below ¾ SM NA.
Baro-VNAV NA. Use MOT altimeter setting.

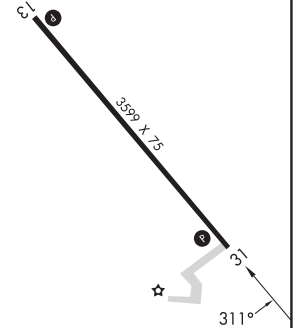
MISSED APPROACH: Climb to 3000 then climbing left turn to 3300 direct IJMEP and hold.

MOT ASOS	MINOT APP CON ★	UNICOM
118.725	119.6 363.8	122.8 (CTAF) L





ELEV 1650 | TDZE 1650



MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
LPV DA	1977-1 327 (400-1)			NA
LNAV/VNAV DA	2111-1⅜ 461 (500-1⅜)			NA
LNAV MDA	2180-1 530 (600-1)		2180-1½ 530 (600-1½)	NA
CIRCLING	2240-1 590 (600-1)		2380-2 730 (800-2)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 58030 W14A	APP CRS 141°	Rwy Idg 3999 TDZE 1034 Apt Elev 1034

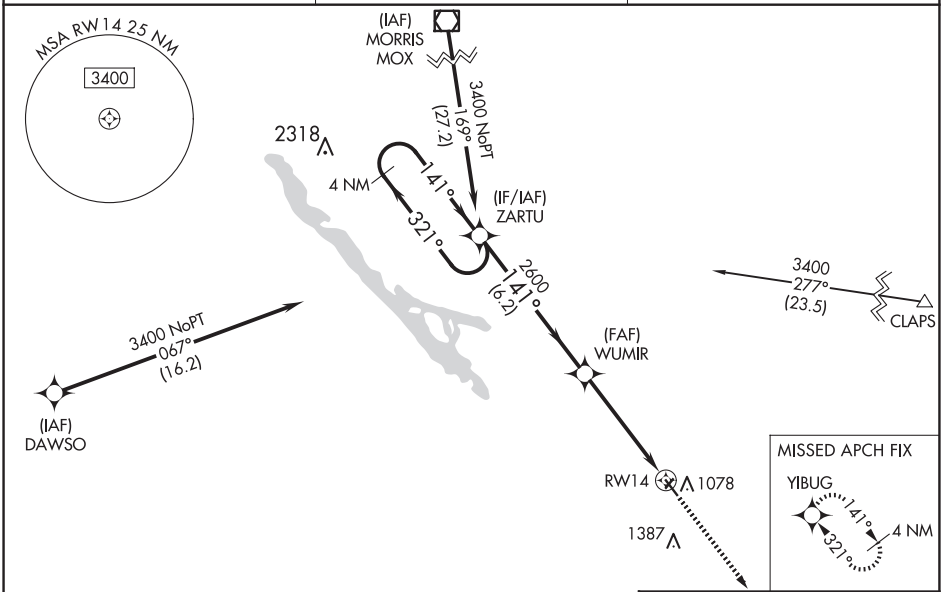
RNAV (GPS) RWY 14

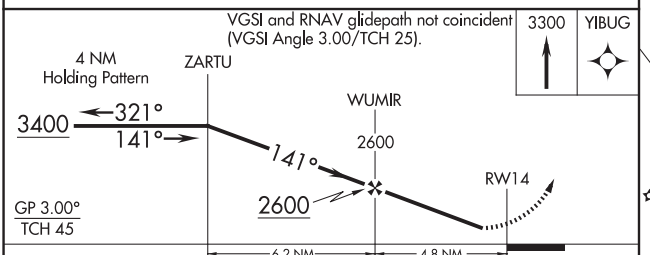
MONTEVIDEO-CHIPPEWA COUNTY (MVE)

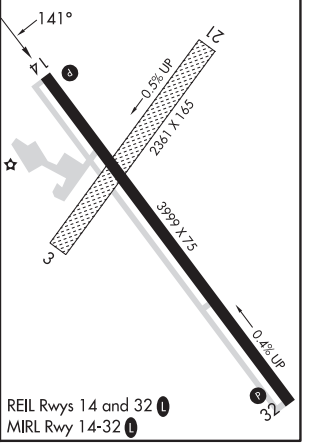
T A Baro-VNAV NA when using Granite Falls altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 54°C (130°F). When local altimeter setting not received, use Granite Falls altimeter setting and increase LPV DA to 1320 feet; increase LNAV/VNAV DA to 1320 feet; increase all MDAs 40 feet and LNAV visibility Cats C/D ⅛ 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	MINNEAPOLIS CENTER	UNICOM
119.675	125.5 323.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1284-1		250 (300-1)	
LNAV/VNAV DA	1284-1		250 (300-1)	
LNAV MDA	1520-1 486 (500-1)		1520-1⅜ 486 (500-1⅜)	
CIRCLING	1560-1 526 (600-1)		1700-1¾ 666 (700-1¾)	1700-2 666 (700-2)

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RNAV (GPS) RWY 32

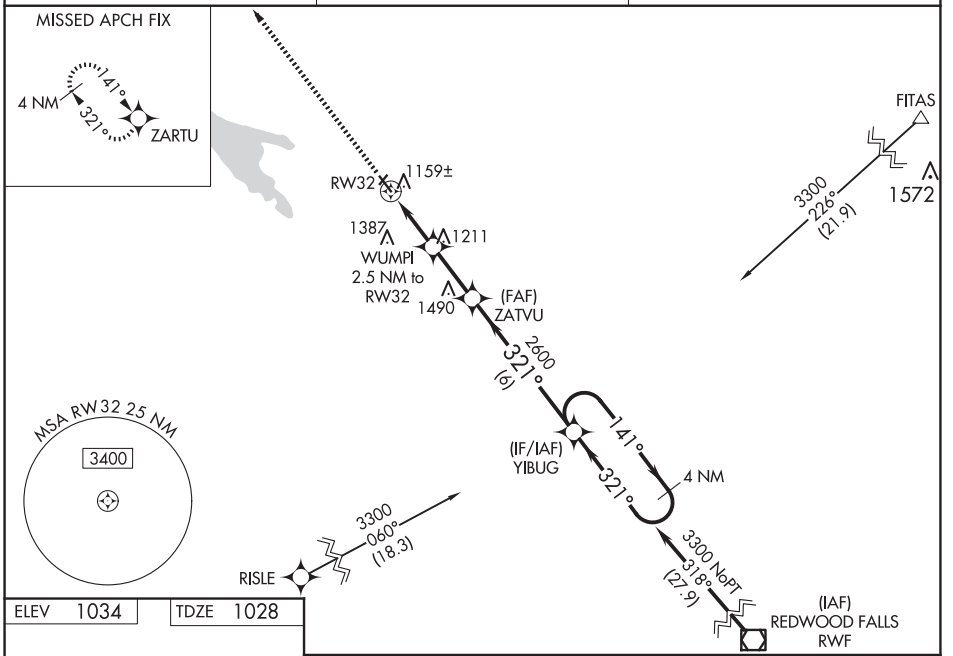
MONTEVIDEO-CHIPPEWA COUNTY (MVE)

WAAS CH 86430 W32A	APP CRS 321°	Rwy Idg 3999 TDZE 1028 Apt Elev 1034

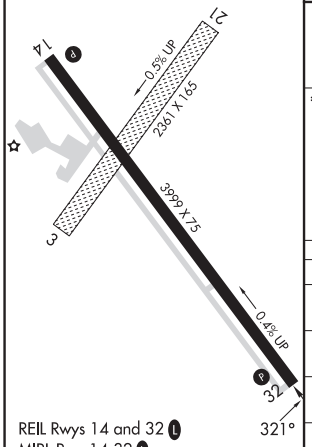
Circling to Rwy 14 NA at night. Baro-VNAV NA when using Granite Falls altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 54°C (130°F). When local altimeter setting not received, use Granite Falls altimeter setting and increase LPV DA to 1270 feet; increase LNAV/VNAV DA to 1464 feet and increase visibility all Cats ⅛ SM; increase all MDAs 40 feet and LNAV visibility Cats C/D ⅛ SM and Circling visibility Cats C/D ¼ SM. DME/DME RNP -0.3 NA. Circling to Rwy 3-21 NA. Helicopter visibility reduction below 1 SM NA.

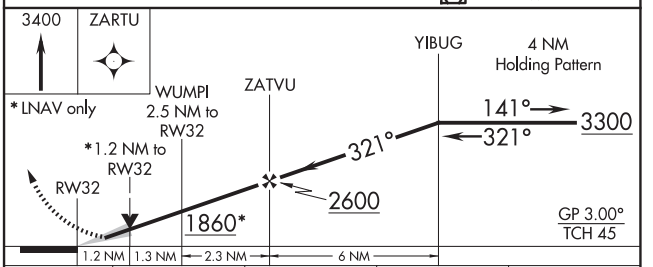
MISSED APPROACH: Climb to 3400 direct ZARTU and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.675	125.5 323.1	122.8 (CTAF) L



ELEV 1034 TDZE 1028





CATEGORY	A	B	C	D
LPV DA	1234-1 206 (200-1)			
LNAV/VNAV DA	1428-1⅜ 400 (400-1⅜)			
LNAV MDA	1420-1 392 (400-1)		1420-1⅛ 392 (400-1⅛)	
CIRCLING	1560-1 526 (600-1)		1700-1¾ 666 (700-1¾)	1700-2 666 (700-2)

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WAAS	APP CRS	Rwy Idg	4300
CH 70630	293°	TDZE	918
W30A		Apt Elev	918

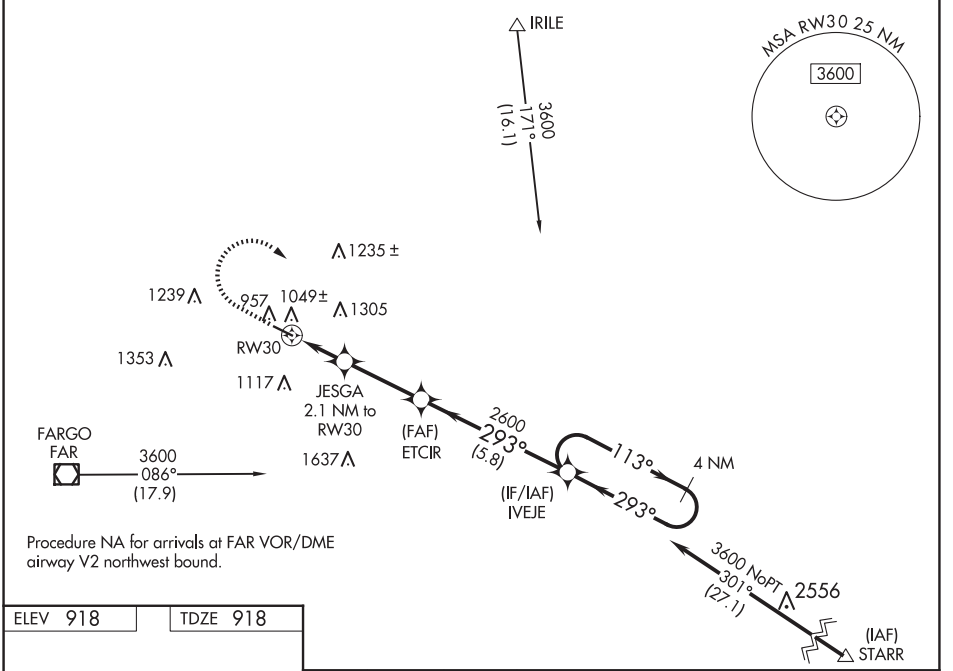
RNAV (GPS) RWY 30

MOORHEAD MUNI/FLORENCE KLINGENSMITH FLD (JKJ)

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. When local altimeter setting not received, use Hector Intl altimeter setting and increase all DA 21 feet, increase all MDA 40 feet.

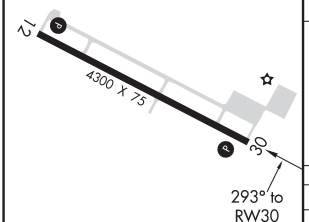
MISSED APPROACH: Climb to 1700 then climbing right turn to 3600 direct IVEJE and hold.

AWOS-3	FARGO APP CON	GCO	UNICOM
120.0	120.4 377.15	121.725	123.0 (CTAF) L



Procedure NA for arrivals at FAR VOR/DME airway V2 northwest bound.

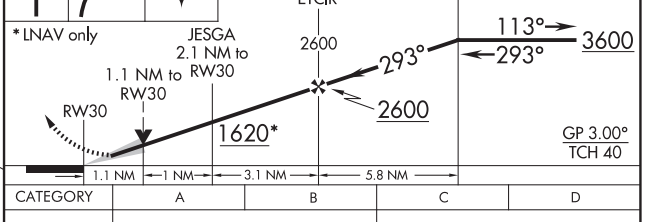
ELEV 918	TDZE 918



REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

1700	3600	IVEJE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).



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	1360-1 442 (500-1)	1380-1 462 (500-1)	NA	

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MOORHEAD, MINNESOTA | AL-9348 (FAA) | 22139

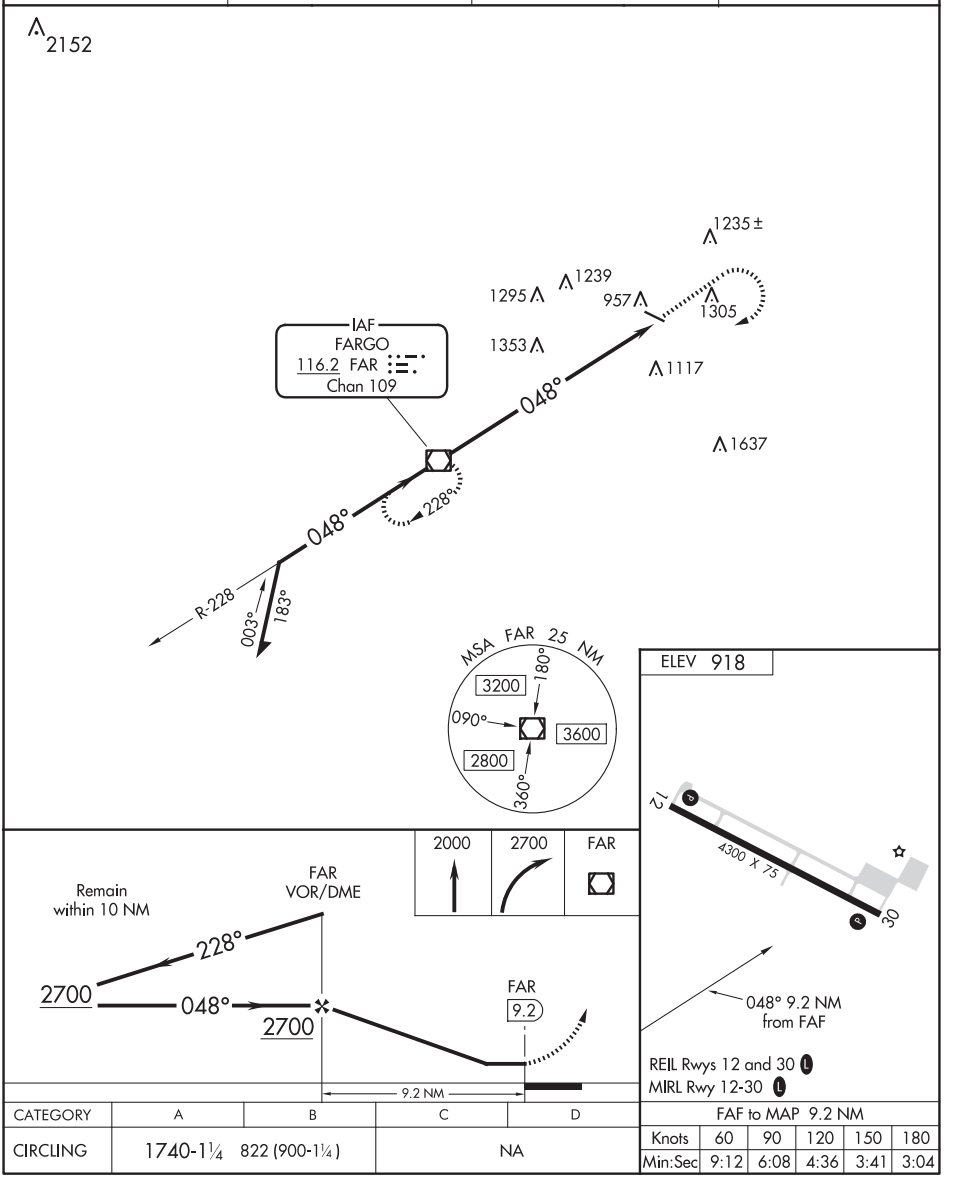
VOR/DME FAR	APP CRS	Rwy Idg	N/A
116.2	048°	TDZE	N/A
Chan 109		Apt Elev	918

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	FARGO APP CON	GCO	UNICOM
120.0	120.4 377.15	121.725	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1740-1¼ 822 (900-1¼)		NA	

FAF to MAP 9.2 NM					
Knots	60	90	120	150	180
Min:Sec	9:12	6:08	4:36	3:41	3:04

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH **82730** **W04A**	APP CRS **038°**	Rwy Idg **3200** TDZE **1076** Apt Elev **1076**

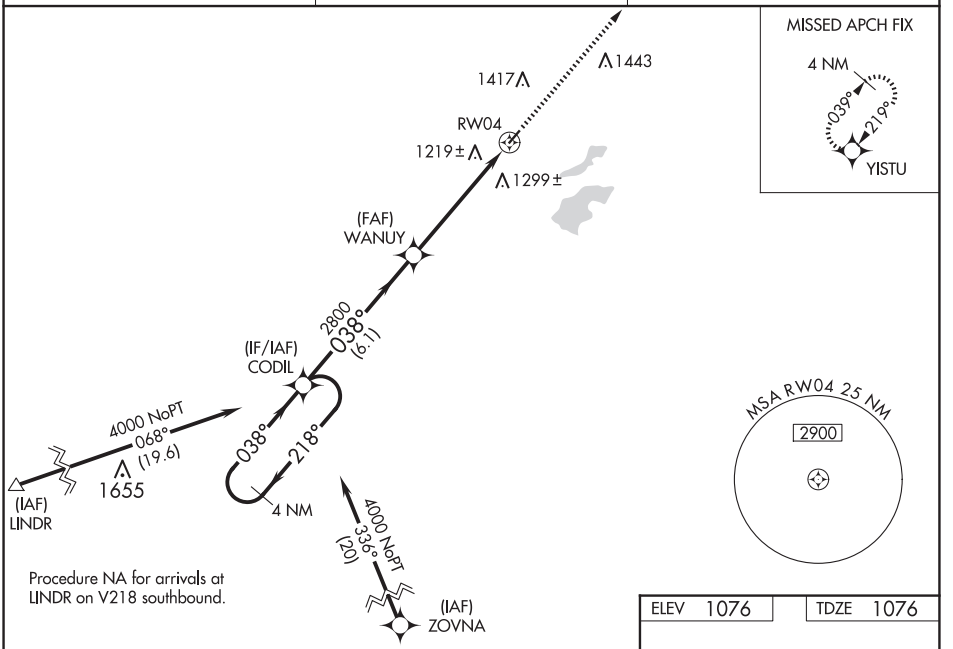
RNAV (GPS) RWY 4

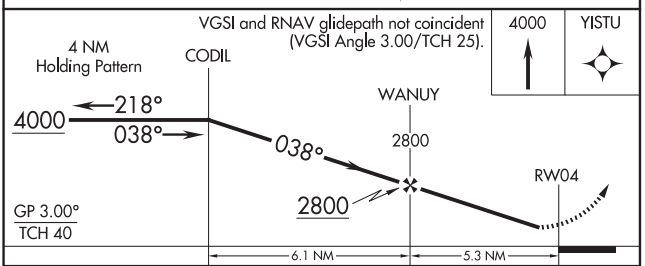
MOOSE LAKE CARLTON COUNTY (MZH)

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 ⅛ mile and LNAV/VNAV all Cats visibility ⅜ mile.

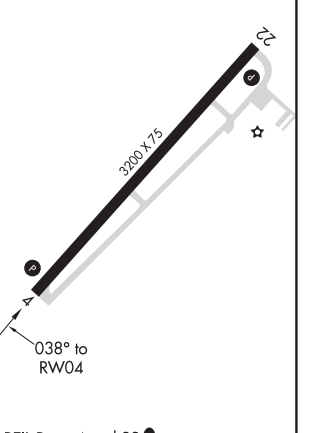
MISSED APPROACH: Climb to 4000 direct YISTU and hold.

AWOS-3	DULUTH APP CON	CTAF
119.125	**125.45 233.7**	**122.9** L





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	1660-1 584 (600-1)	1740-1 664 (700-1)	NA	



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MORA, MINNESOTA | AL-6885 (FAA) | 22251

RNAV (GPS) RWY 35

MORA MUNI (JMR)

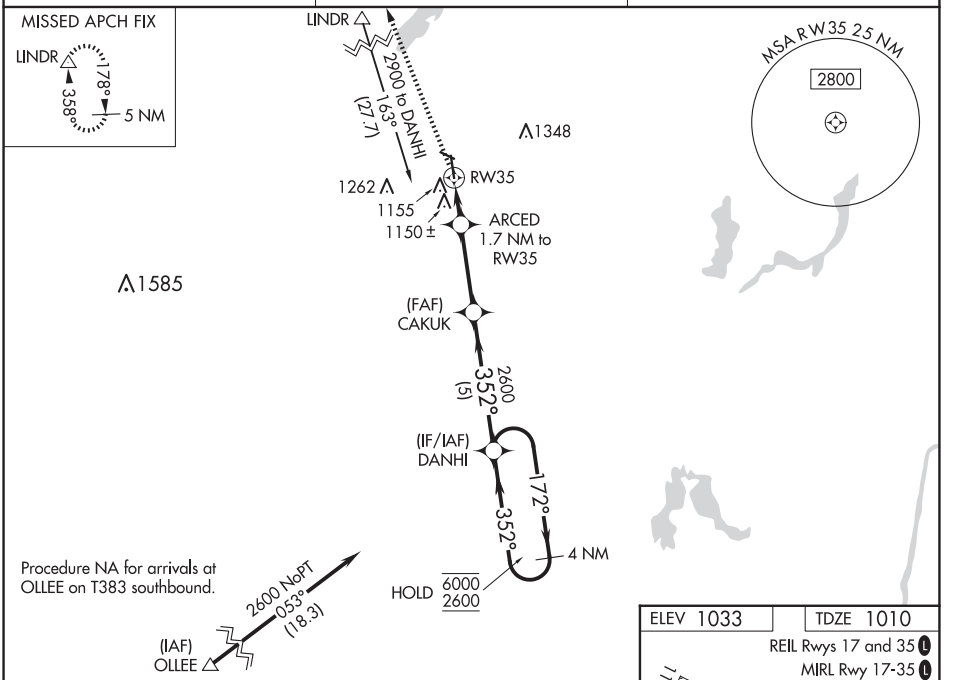
WAAS	APP CRS	Rwy Idg	4794
CH 90139	352°	TDZE	1010
W35A		Apt Elev	1033

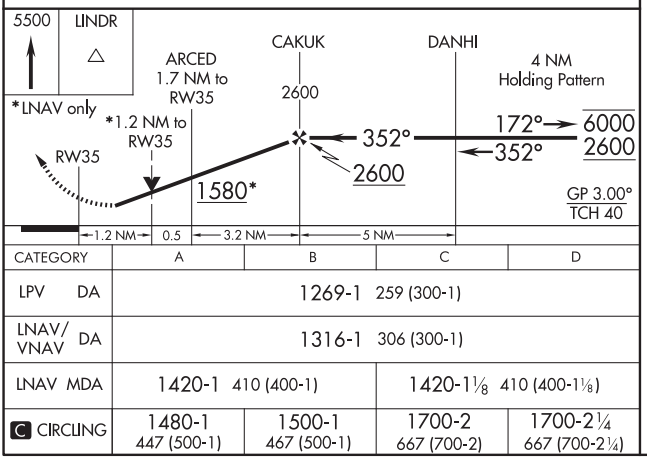
RNP APCH.

Circling NA to Rwys 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.

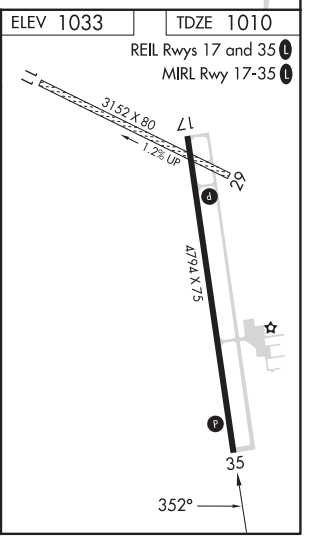
MISSED APPROACH: Climb to 5500 direct LINDR and hold, continue climb-in-hold to 5500.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.925	121.05 235.775	122.8 (CTAF) L





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)		1420-1⅛ 410 (400-1⅛)	
C CIRCLING	1480-1 447 (500-1)	1500-1 467 (500-1)	1700-2 667 (700-2)	1700-2¼ 667 (700-2¼)



MORA, MINNESOTA
Orig-D 12AUG21

45°54′N-93°16′W

MORA MUNI (JMR)

RNAV (GPS) RWY 35

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 14

MORRIS MUNI/CHARLIE SCHMIDT FLD (MOX)

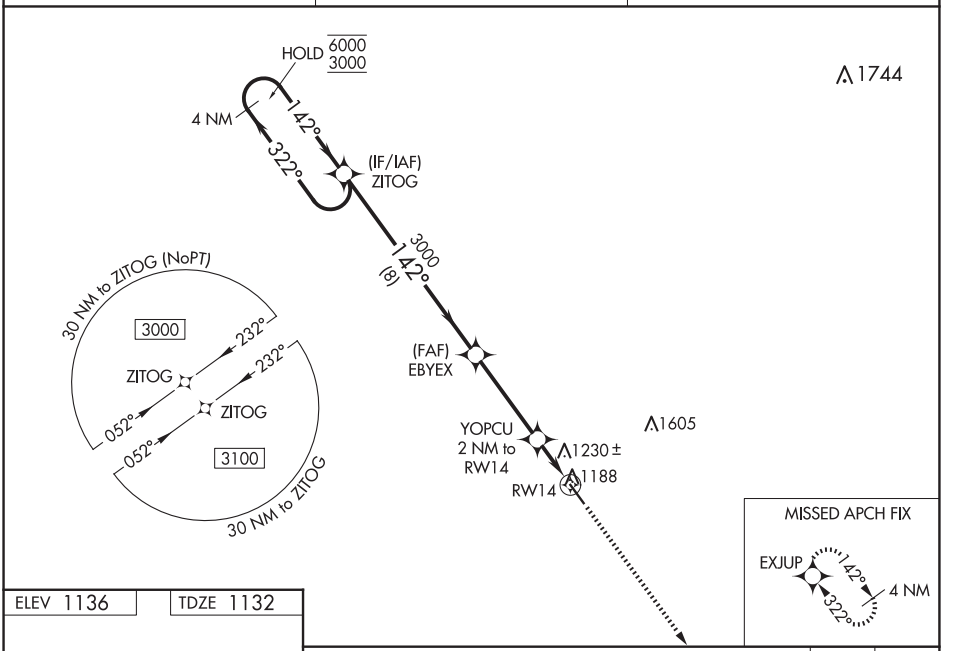
WAAS	APP CRS	Rwy Idg	4899
CH 49032	142°	TDZE	1132
W14A		Apt Elev	1136

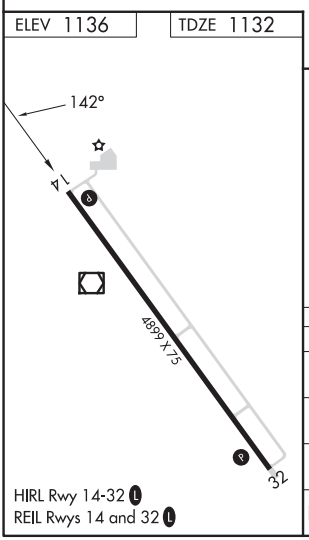
RNP APCH-GPS.

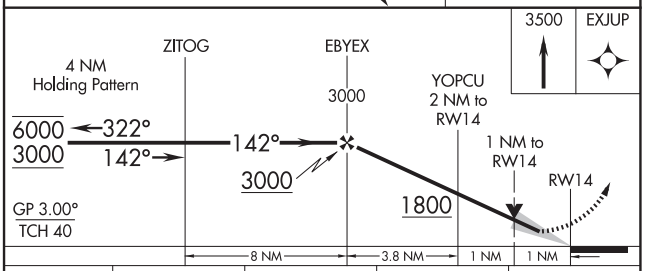
Baro-VNAV and VDP NA when using BBB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use BBB altimeter setting and increase LPV and LNAV/VNAV DA to 1440 feet. Increase all MDAs 60 feet and visibility LNAV Cat C ⅛ SM and visibility Circling Cat C ¼ SM.

MISSED APPROACH: Climb to 3500 direct EXJUP and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.6	126.1 269.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1382-1 250 (300-1)			NA
LNAV/VNAV DA	1382-1 250 (300-1)			NA
LNAV MDA	1480-1 348 (400-1)			NA
C CIRCLING	1560-1 424 (500-1)	1600-1 464 (500-1)	1860-2 724 (800-2)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

MORRIS, MINNESOTA AL-5621 (FAA) 24305

RNAV (GPS) RWY 32

MORRIS MUNI/CHARLIE SCHMIDT FLD (MOX)

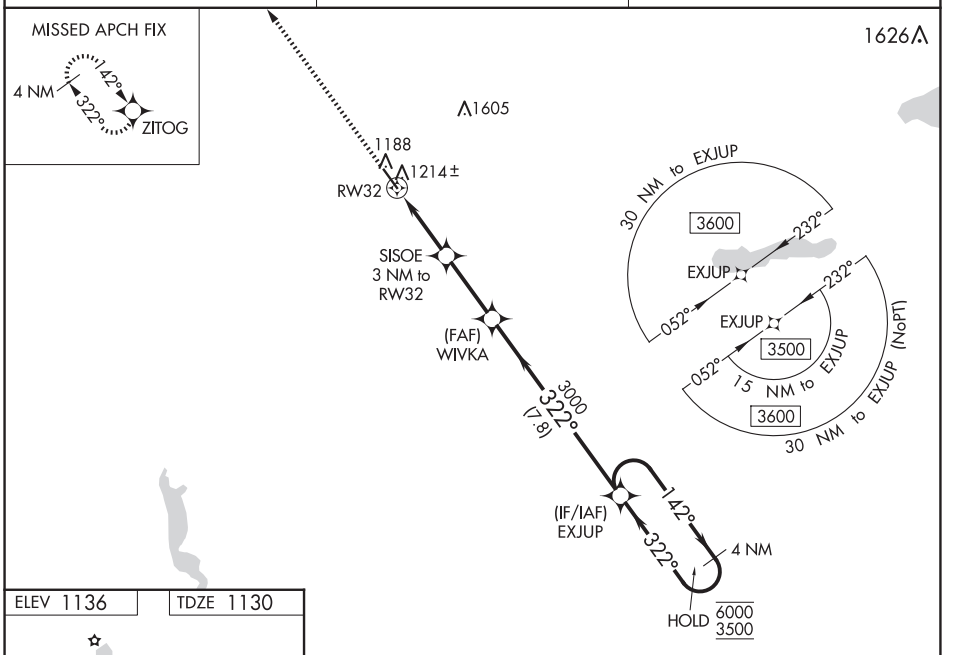
WAAS CH 93732 W32A	APP CRS 322°	Rwy Idg 4899 TDZE 1130 Apt Elev 1136

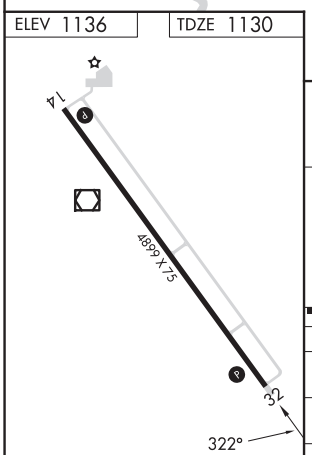
RNP APCH - GPS.

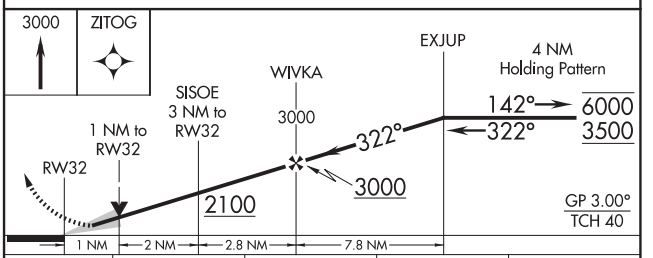
T A Baro-VNAV and VDP NA when using BBB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use BBB altimeter setting and increase LPV DA to 1380 feet and LNAV/VNAV DA to 1477 feet. Increase all MDAs 60 feet and visibility LNAV Cat C ⅛ SM and visibility Circling Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct ZITOG and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.6	126.1 269.2	122.8 (CTAF) L







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
C CIRCLING	1560-1 424 (500-1)	1600-1 464 (500-1)	1860-2 724 (800-2)	NA

HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

MORRIS, MINNESOTA
Amdt 2A 31OCT24

45°34′N-95°58′W

MORRIS MUNI/CHARLIE SCHMIDT FLD (MOX)

RNAV (GPS) RWY 32

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

VOR RWY 14

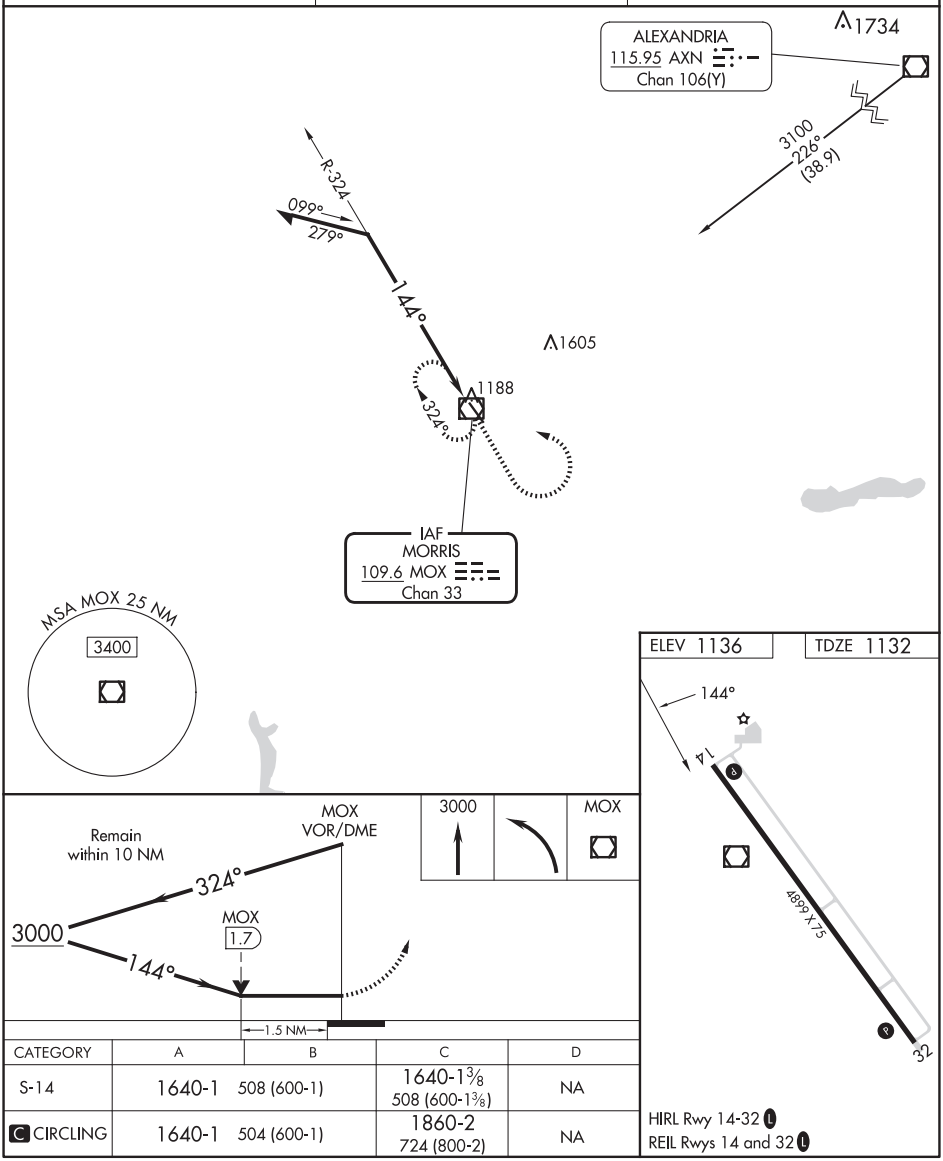
MORRIS MUNI/CHARLIE SCHMIDT FLD (MOX)

VOR/DME MOX	APP CRS	Rwy Idg	4899
109.6	144°	TDZE	1132
Chan 33		Apt Elev	1136

T NA 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-14 and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 then left turn direct MOX VOR/DME and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.6	126.1 269.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-14	1640-1	508 (600-1)	1640-1⅜ 508 (600-1⅜)	NA
C CIRCLING	1640-1	504 (600-1)	1860-2 724 (800-2)	NA

HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME MOX	APP CRS	Rwy Idg	4899
109.6	315°	TDZE	1130
Chan 33		Apt Elev	1136

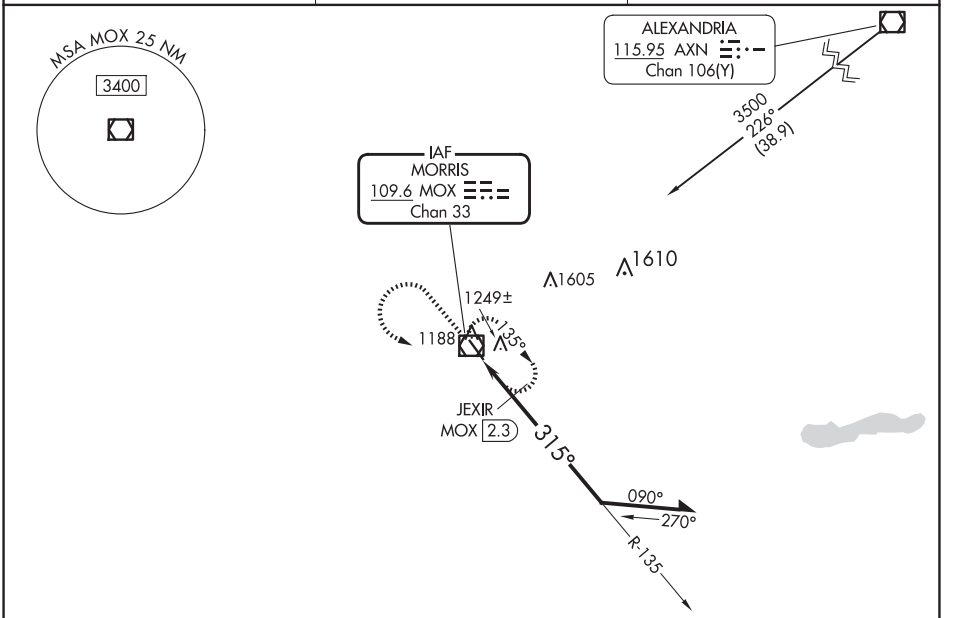
VOR RWY 32

MORRIS MUNI/CHARLIE SCHMIDT FLD (MOX)

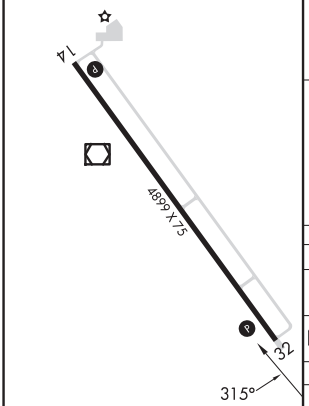
T NA VDP NA when using BBB altimeter setting. When local altimeter setting not received, use BBB altimeter setting and increase all MDAs 60 feet and increase S-32 visibility Cat C ⅛ SM and Circling visibility Cat C ¼ SM; increase JEXIR fix minimums S-32 and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 then left turn direct MOX VOR/DME and hold.

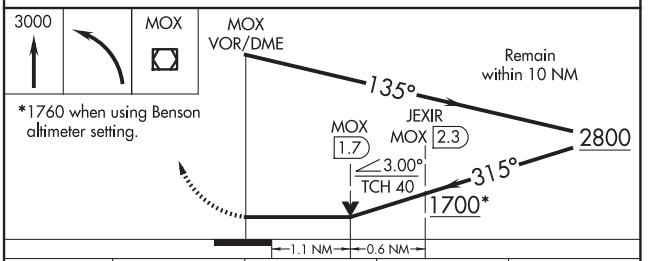
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.6	126.1 269.2	122.8 (CTAF) L



ELEV 1136 TDZ 1130



HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



*1760 when using Benson altimeter setting.

CATEGORY	A	B	C	D
S-32	1700-1 570 (600-1)		1700-1⅝ 570 (600-1⅝)	NA
C CIRCLING	1700-1 564 (600-1)		1860-2 724 (800-2)	NA
JEXIR FIX MINIMUMS				
S-32	1500-1 370 (400-1)			NA
C CIRCLING	1560-1 424 (500-1)	1600-1 464 (500-1)	1860-2 724 (800-2)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	3416
125°	TDZE	1924
	Apt Elev	1924

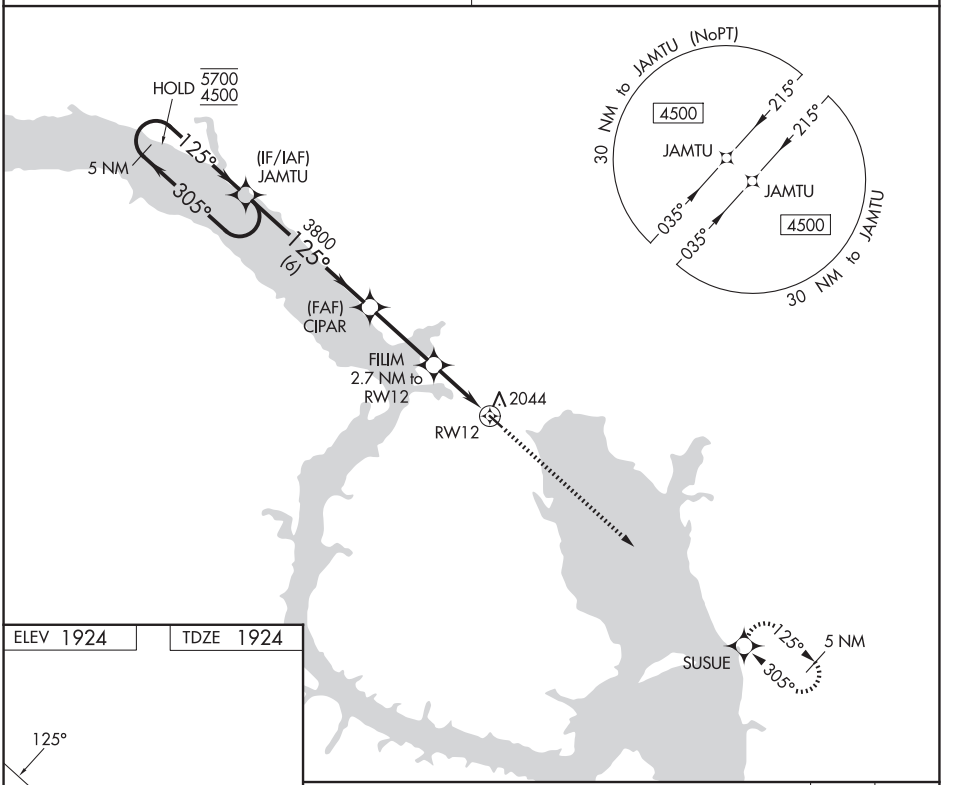
RNAV (GPS) RWY 12
NEW TOWN MUNI (Ø5D)

RNP APCH.

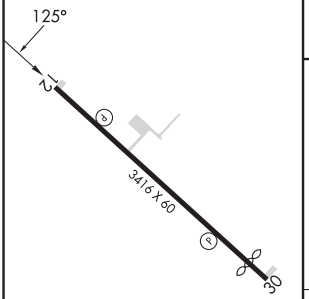
Use Stanley altimeter setting, when not received, use Tioga altimeter setting and increase all MDAs 40 feet. Increase Cat C visibilities ¼ SM. Rwy 12 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4500 direct SUSUE and hold.

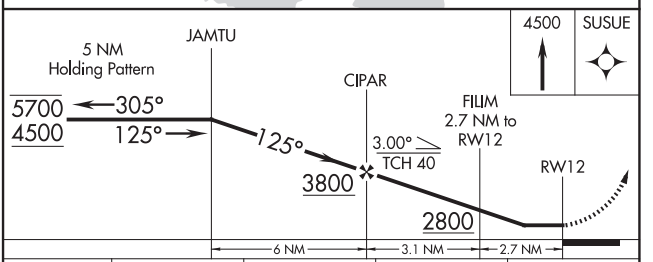
MINNEAPOLIS CENTER	CTAF
127.6 279.6	122.9 L



ELEV 1924 TDZ 1924



MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	2440-1 516 (600-1)		2440-1⅜ 516 (600-1⅜)	NA
CIRCLING	2520-1 596 (600-1)	2620-1 696 (700-1)	2780-2½ 856 (900-2½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

NEW TOWN, NORTH DAKOTA | AL-10795 (FAA-O) | 25219

APP CRS	Rwy Ldg	3120
305°	TDZE	1924
	Apt Elev	1924

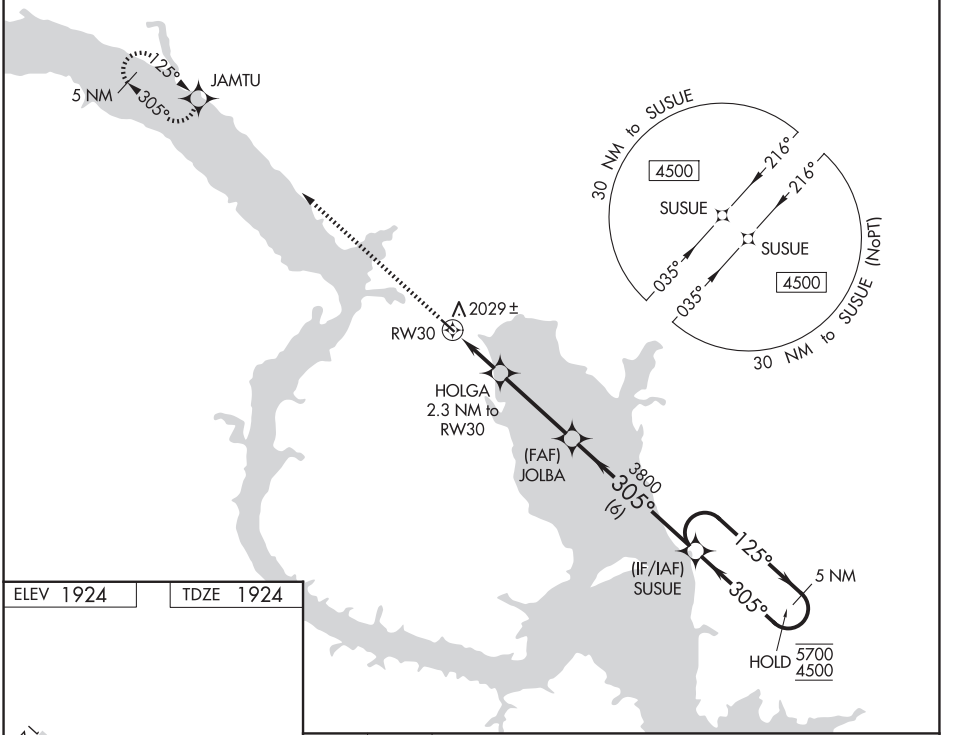
RNAV (GPS) RWY 30
NEW TOWN MUNI (Ø5D)

RNP APCH.

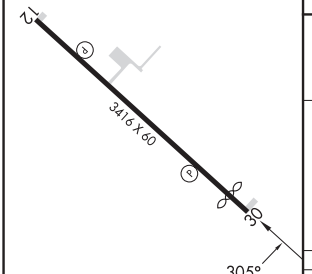
Use Stanley altimeter setting, when not received, use Tioga altimeter setting and increase all MDAs 40 feet. Increase Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 4500 direct JAMTU and hold.

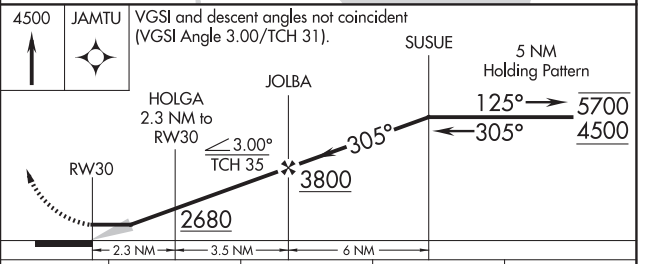
MINNEAPOLIS CENTER	CTAF
127.6 279.6	122.9 L



ELEV 1924 | TDZE 1924



MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	2380-1 456 (500-1)		2380-1⅜ 456 (500-1⅜)	NA
CIRCLING	2520-1 596 (600-1)	2620-1 696 (700-1)	2780-2½ 856 (900-2½)	NA

NEW TOWN, NORTH DAKOTA
Orig 31DEC20

47°58′N-102°29′W

NEW TOWN MUNI (Ø5D)
RNAV (GPS) RWY 30

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5401
CH 87131	150°	TDZE	1011
W15A		Apt Elev	1011

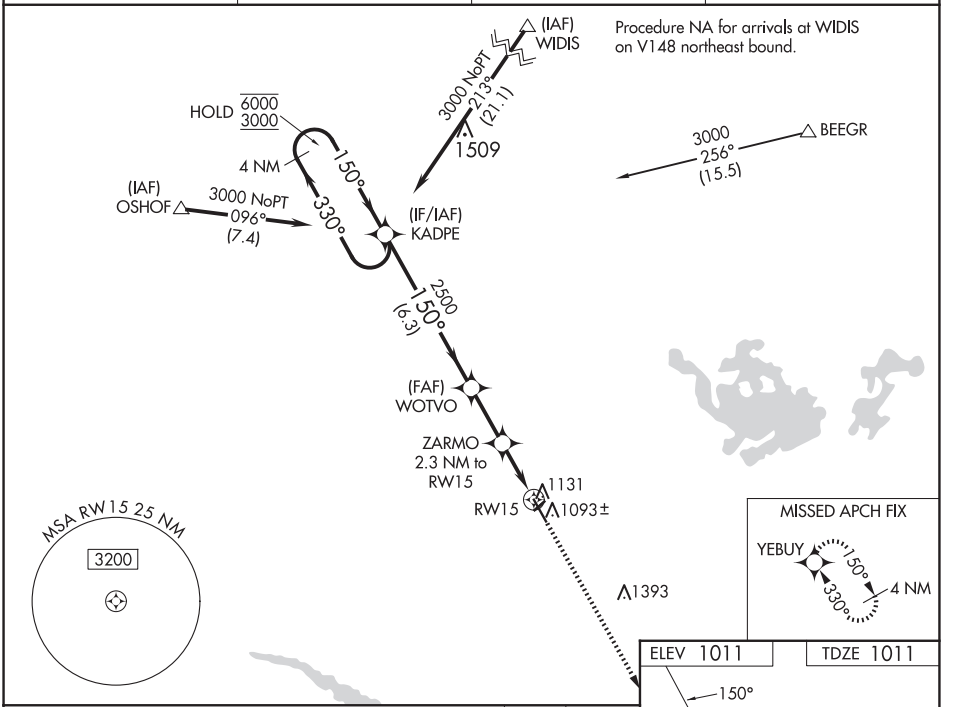
RNAV (GPS) RWY 15
NEW ULM MUNI (ULM)

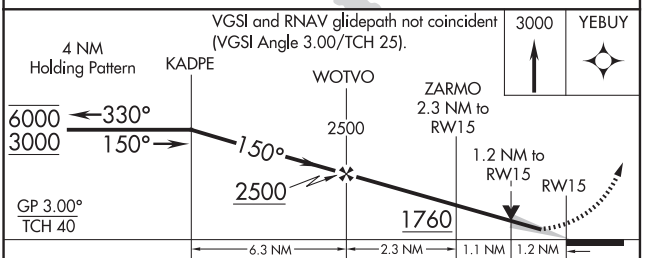
RNP APCH.

T Circling NA to Rwys 4 and 22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

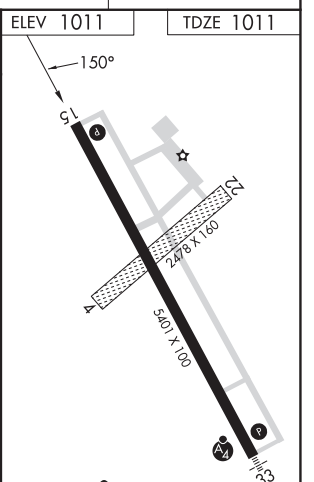
MISSED APPROACH: Climb to 3000 direct YEBUY and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	127.1 290.2	121.725	123.0 (CTAF) L





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)		1400-1⅛ 389 (400-1⅛)	
C CIRCLING	1440-1 429 (500-1)	1500-1 489 (500-1)	1620-1¾ 609 (700-1¾)	1620-2 609 (700-2)



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 33

NEW ULM MUNI (ULM)

WAAS CH 56631 W33A	APP CRS 330°	Rwy Idg 5401 TDZE 1011 Apt Elev 1011

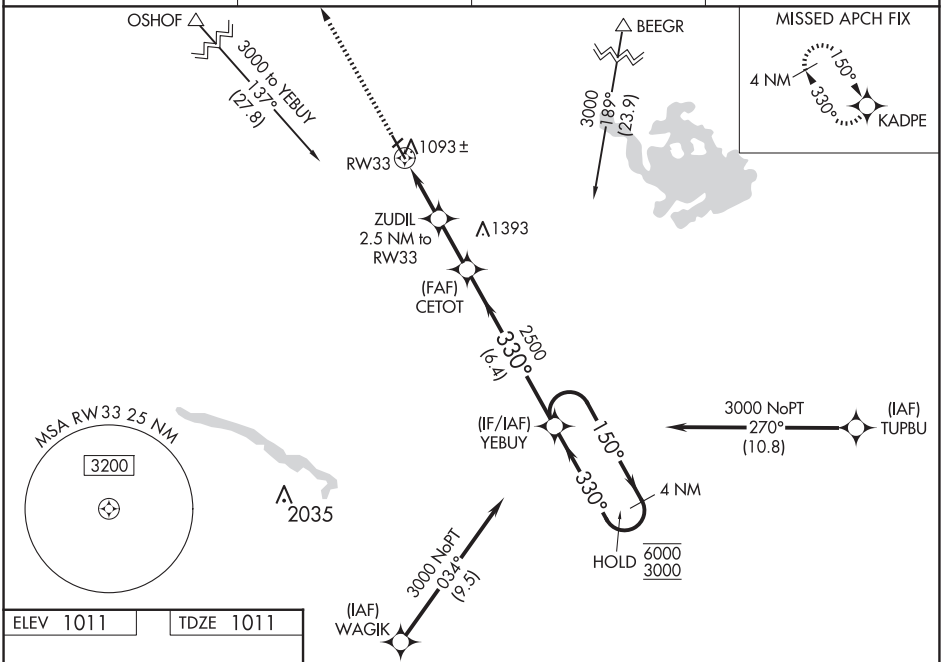
RNP APCH.

Circling NA to Rwys 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 ⅞ SM, LNAV Cat D to 1⅛ SM.

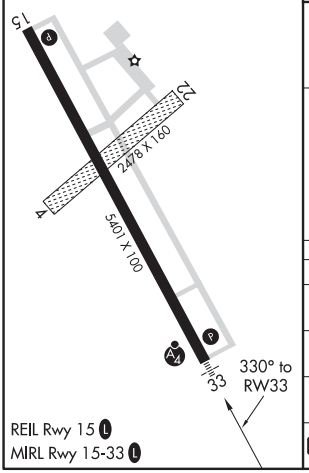
MALSF

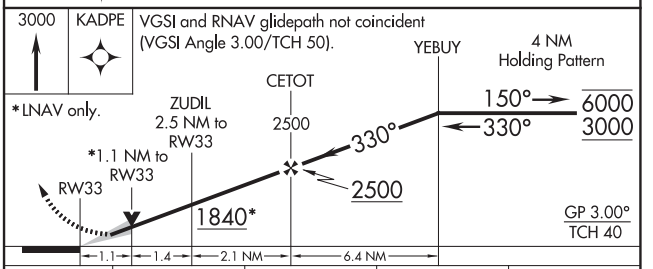
MISSED APPROACH: Climb to 3000 direct KADPE and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	127.1 290.2	121.725	123.0 (CTAF) L



ELEV 1011	TDZE 1011





CATEGORY	A	B	C	D
LPV DA	1211-¾ 200 (200-¾)			
LNAV/VNAV DA	1312-¾ 301 (400-¾)			
LNAV MDA	1400-¾ 389 (400-¾)		1400-⅞ 389 (400-⅞)	
C CIRCLING	1440-1 429 (500-1)	1500-1 489 (500-1)	1620-1¾ 609 (700-1¾)	1620-2 609 (700-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3160
262°	TDZE	1117
	Apt Elev	1117

RNAV (GPS) RWY 26

NORTHWOOD MUNI/VINCE FLD (4V4)

RNP APCH - GPS.

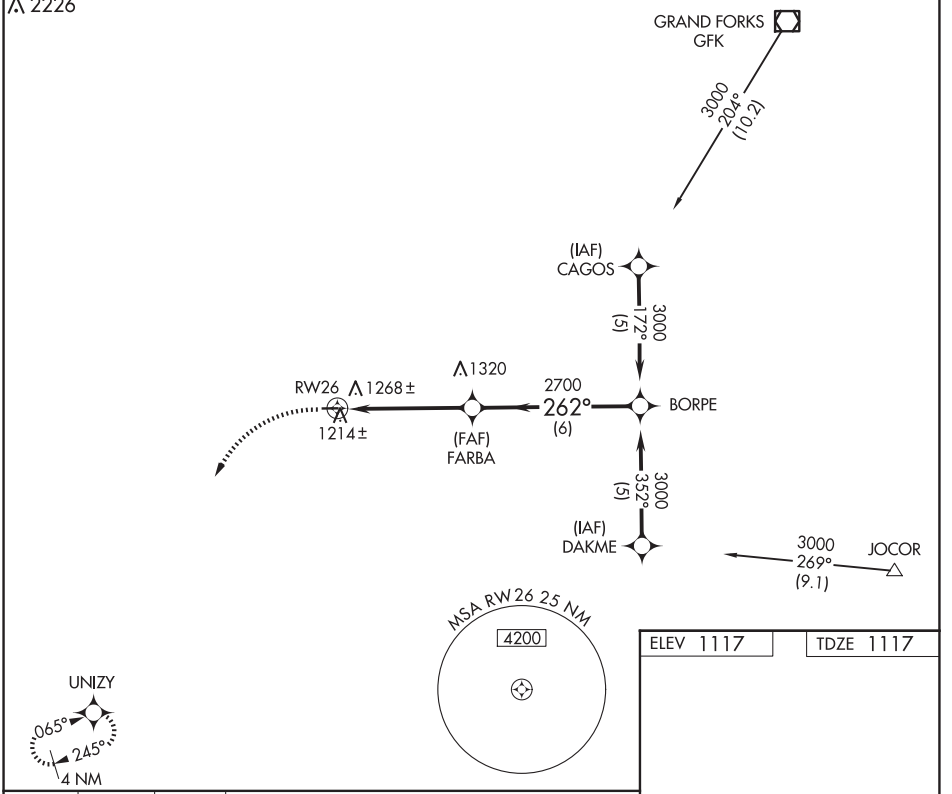
NA Use Grand Forks Intl altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3500 direct UNIZY WP and hold.

GRAND FORKS APP CON ★
118.1 318.1

UNICOM
122.8 (CTAF) L

NC-1, 07 AUG 2025 to 02 OCT 2025



CATEGORY	A	B	C	D
LNAV MDA	1660-1	543 (600-1)	NA	
CIRCLING	1720-1	603 (700-1)	NA	

MIRL Rwy 8-26 L

RNAV (GPS) RWY 30

OAKES MUNI (2D5)

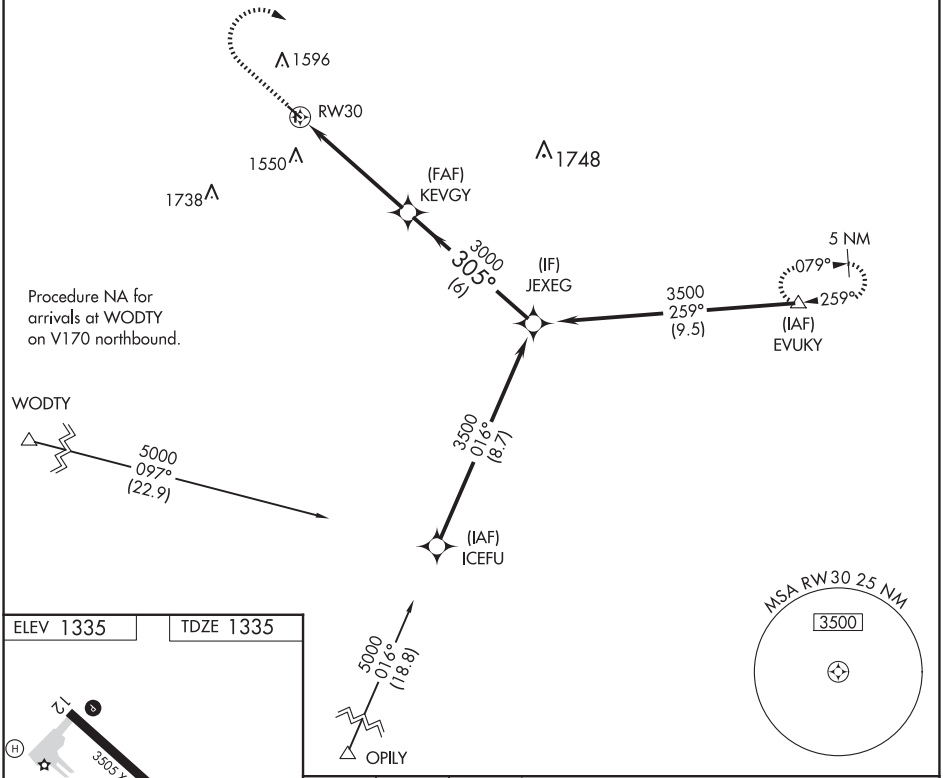
APP CRS	Rwy Idg	3505
305°	TDZE	1335
	Apt Elev	1335

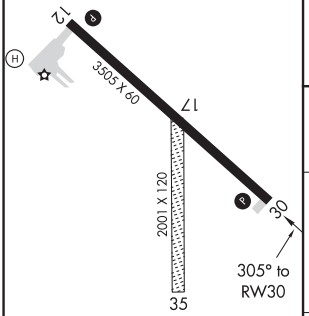
RNP APCH.

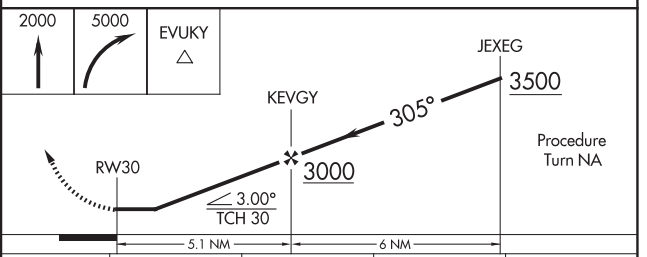
When local altimeter setting not received, use Aberdeen altimeter setting; increase all MDA 120 feet and LNAV and Circling Cat C visibility ¼ mile. Circling Rwy 17, 35 NA. Rwy 30 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 5000 direct EVUKY and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.675	124.2 270.3	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1920-1	585 (600-1)	1920-1¾ 585 (600-1¾)	NA
CIRCLING	1920-1	585 (600-1)	2020-2 685 (700-2)	NA

MIRL Rwy 12-30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 29

OLIVIA RGNL (OVL)

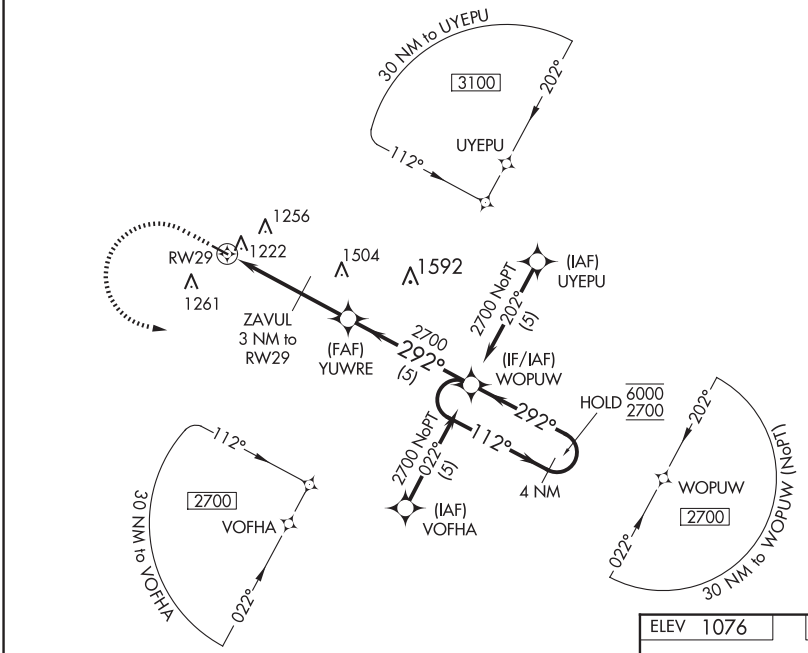
APP CRS	Rwy Idg	3498
292°	TDZE	1076
	Apt Elev	1076

RNP APCH - GPS.

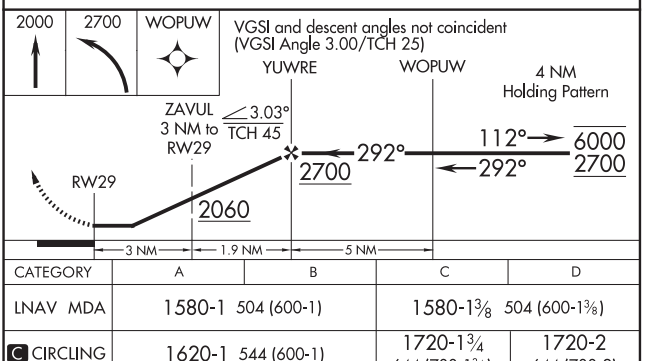
T A Rwy 29 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

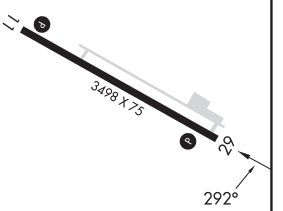
MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct WOPUW and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	127.1 290.2	122.8 (CTAF) L



ELEV 1076	TDZE 1076





CATEGORY	A	B	C	D
LNAV MDA	1580-1 504 (600-1)		1580-1⅜ 504 (600-1⅜)	
C CIRCLING	1620-1 544 (600-1)		1720-1¾ 644 (700-1¾)	1720-2 644 (700-2)

MIRL Rwy 11-29 L

REIL Rwys 11 and 29 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME RWF	APP CRS	Rwy Idg	N/A
113.3	005°	TDZE	N/A
Chan 80		Apt Elev	1076

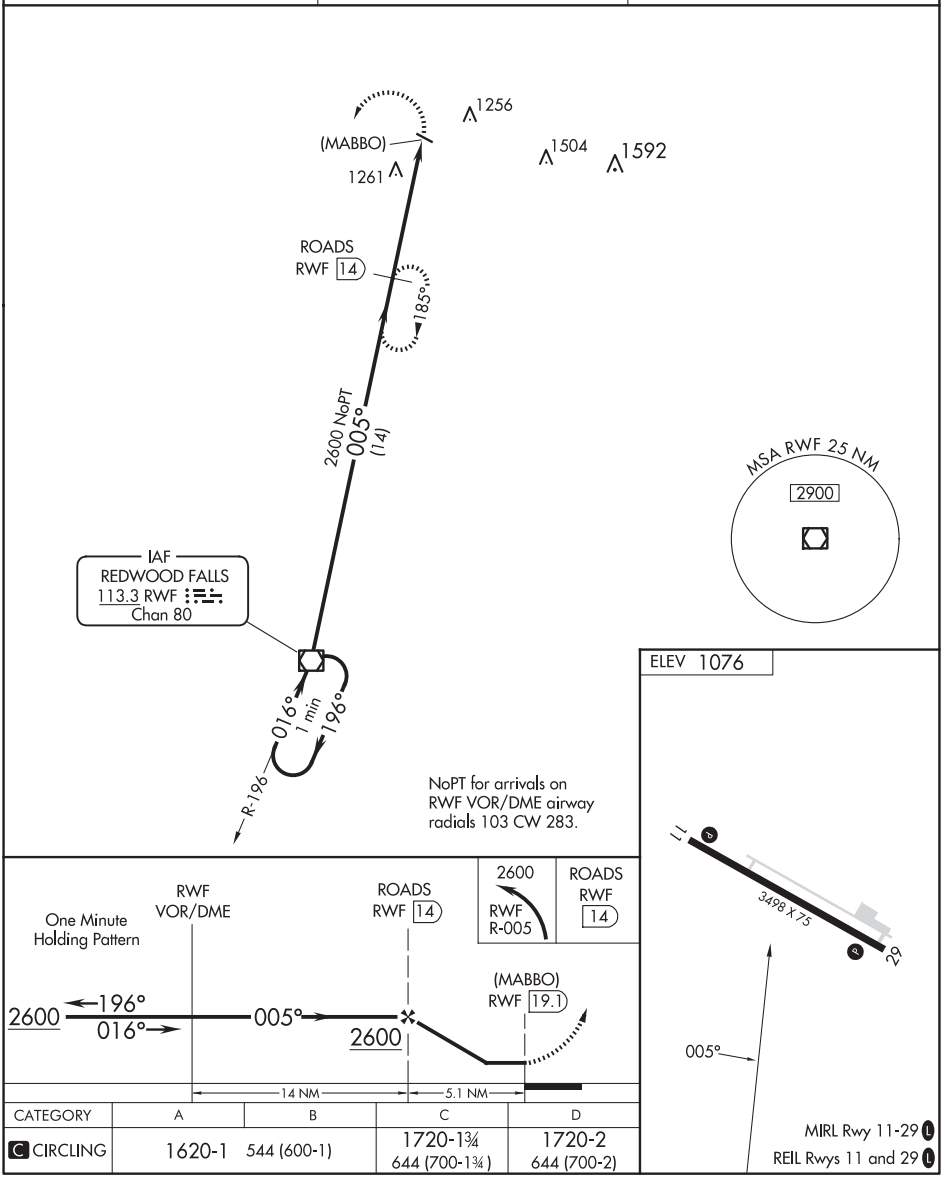
VOR/DME or GPS-A

OLIVIA RGNL (OVL)

T
A NA

MISSED APPROACH: Climbing left turn to 2600 via RWF R-005 to ROADS 14 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	127.1 290.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	1620-1	544 (600-1)	1720-1¾ 644 (700-1¾)	1720-2 644 (700-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

44°47′N-95°02′W

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 13

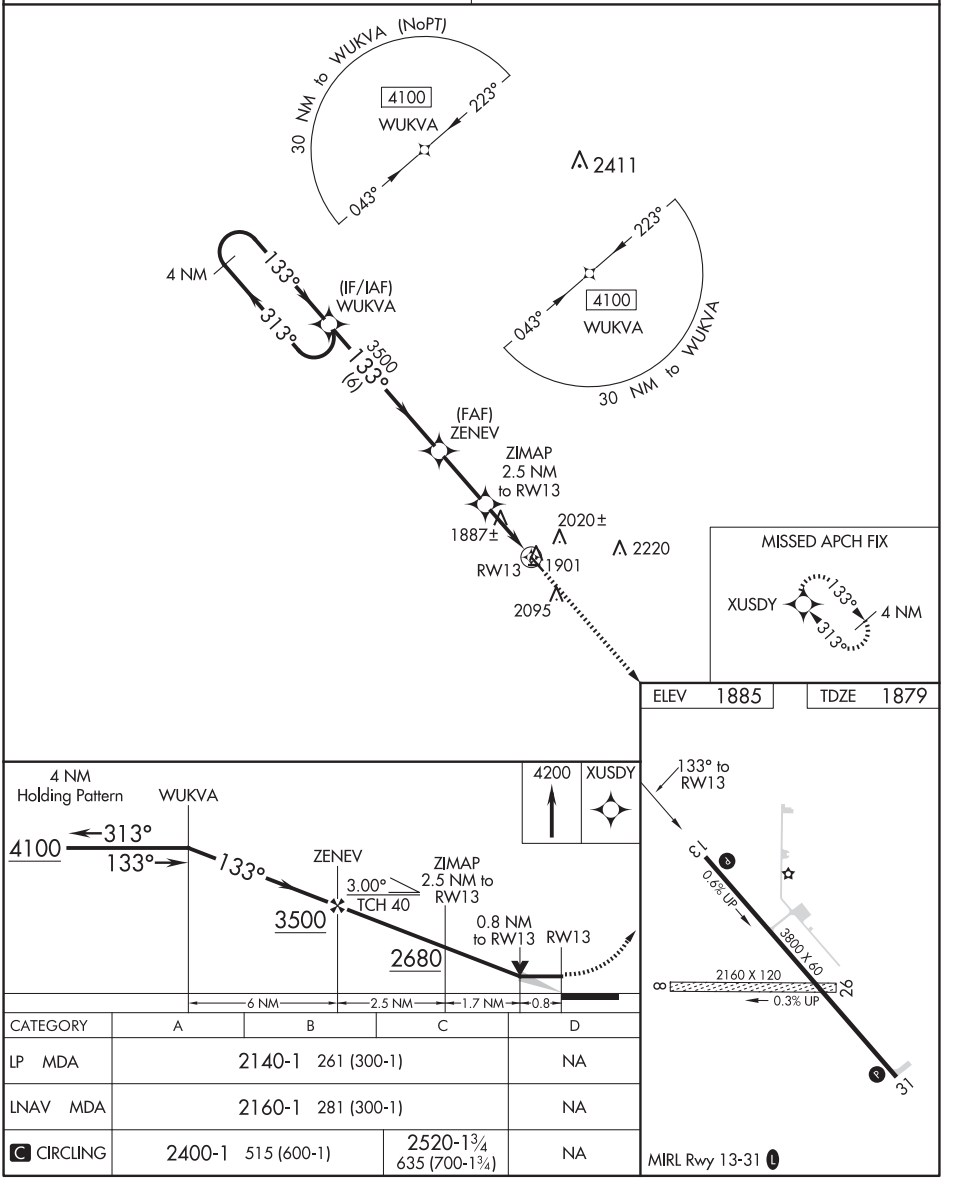
ONIDA MUNI (98D)

WAAS	APP CRS	Rwy ldg	3800
CH 53341	133°	TDZE	1879
W13A		Apt Elev	1885

DME/DME RNP-0.3 NA. VDP NA when using Pierre altimeter setting. When local altimeter setting not received, use Pierre altimeter setting: increase all MDAs 80 feet and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 4200 direct XUSDY and hold.

AWOS-2	MINNEAPOLIS CENTER
122.9 (CTAF) L	125.1 269.1



CATEGORY	A	B	C	D
LP MDA	2140-1 261 (300-1)			NA
LNAV MDA	2160-1 281 (300-1)			NA
C CIRCLING	2400-1 515 (600-1)		2520-1¾ 635 (700-1¾)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

ONIDA MUNI (98D)

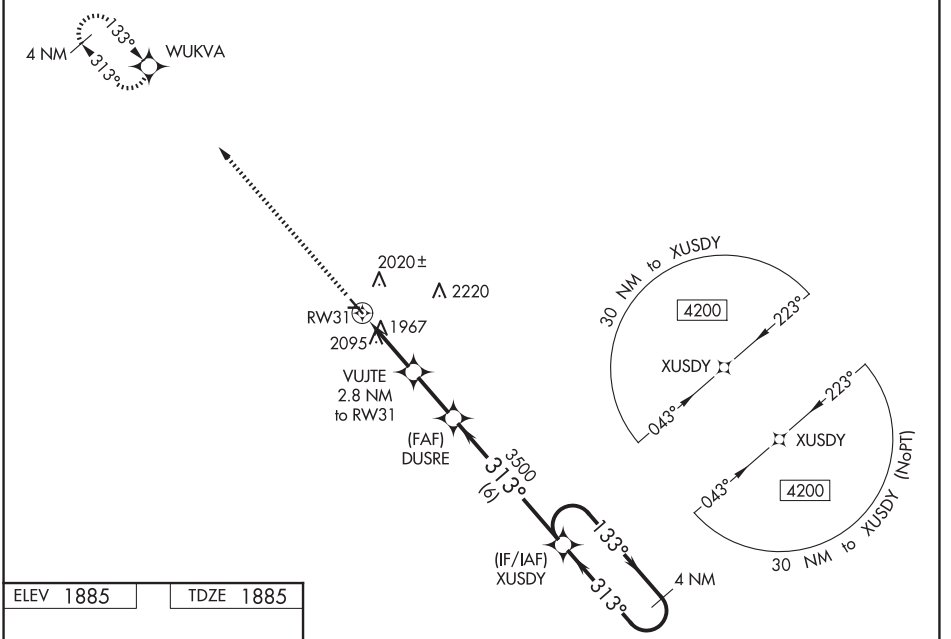
WAAS	APP CRS	Rwy Idg	3800
CH 82341 W31A	313°	TDZE	1885
		Apt Elev	1885

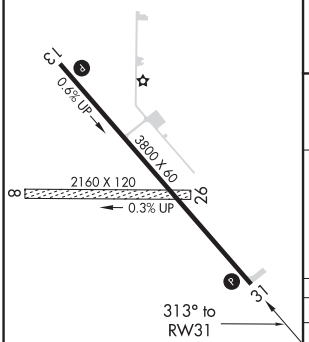
DME/DME RNP-0.3 NA. VDP NA when using Pierre altimeter setting. When local altimeter setting not received, use Pierre altimeter setting: increase all MDAs 80 feet and LP Cat C visibility ⅛ SM and LNAV and Circling Cat C visibility ¼ SM.

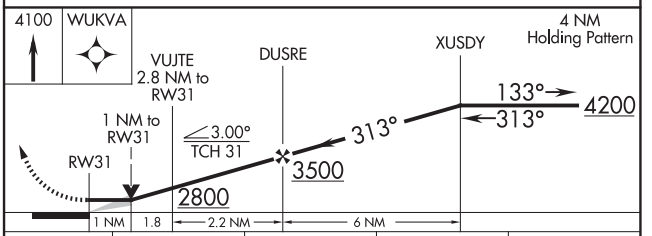
NA

MISSED APPROACH: Climb to 4100 direct WUKVA and hold.

AWOS-2	MINNEAPOLIS CENTER
122.9 (CTAF) L	125.1 269.1







CATEGORY	A	B	C	D
LP MDA	2220-1 335 (400-1)			NA
LNAV MDA	2360-1 475 (500-1)		2360-1⅜ 475 (500-1⅜)	NA
C CIRCLING	2400-1 515 (600-1)		2520-1¾ 635 (700-1¾)	NA

MIRL Rwy 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 13

ORR RGNL(ORB)

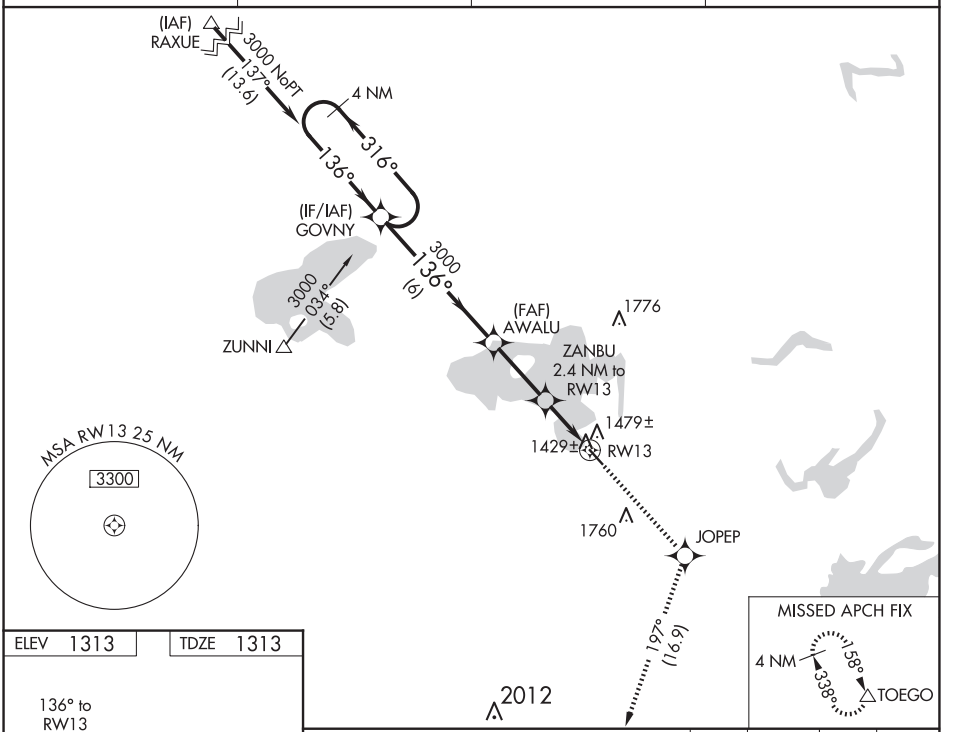
WAAS	APP CRS		
CH **69224**	**136°**	Rwy Idg	**4000**
W13A		TDZE	**1313**
		Apt Elev	**1313**

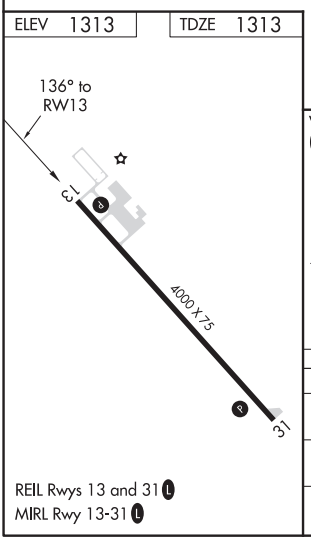
RNP APCH.

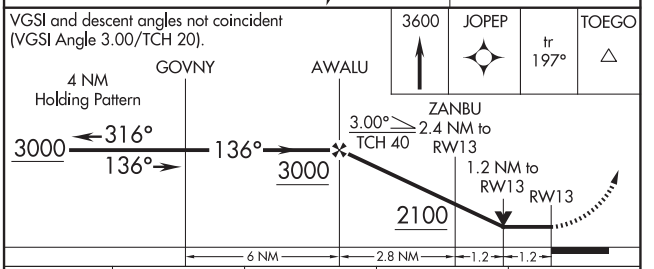
Rwy 13 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Cook altimeter setting; increase all MDA 40 feet and increase Circling visibility Cat C ¼ SM. VDP NA when using Cook altimeter setting.

MISSED APPROACH: Climb to 3600 direct JOPEP and on track 197° to TOEGO and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	**120.9 377.1**	**121.725**	**122.8** (CTAF) L







CATEGORY	A	B	C	D
LP MDA	1720-1	407 (500-1)	1720-1⅛ 407 (500-1⅛)	NA
LNAV MDA	1760-1	447 (500-1)	1760-1⅜ 447 (500-1⅜)	NA
CIRCLING	1920-1	607 (700-1)	2120-2¼ 807 (900-2¼)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ORTONVILLE, MINNESOTA AL-6661 (FAA) 22307

WAAS	APP CRS	Rwy Idg	3417
CH 87124	344°	TDZE	1097
W34A		Apt Elev	1101

RNAV (GPS) RWY 34

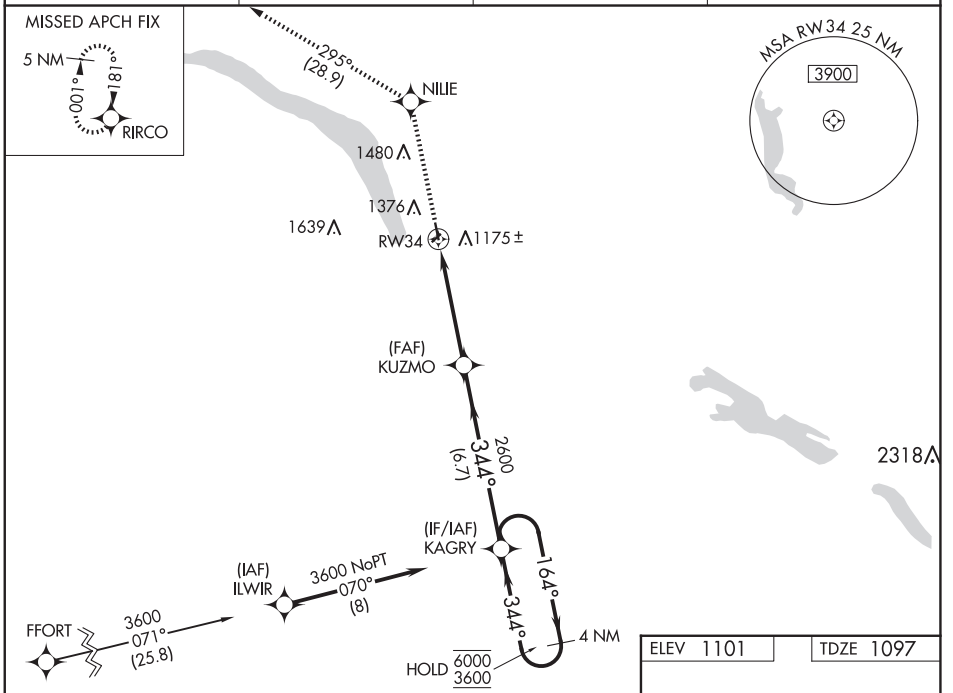
ORTONVILLE MUNI/MARTINSON FLD (VVV)

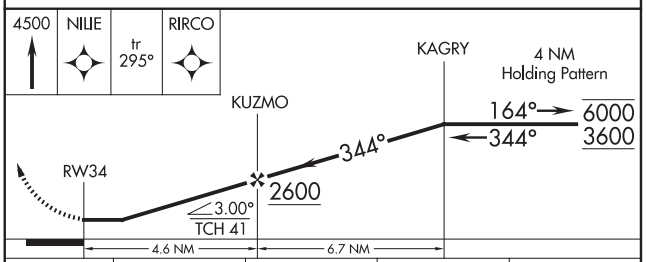
RNP APCH - GPS.

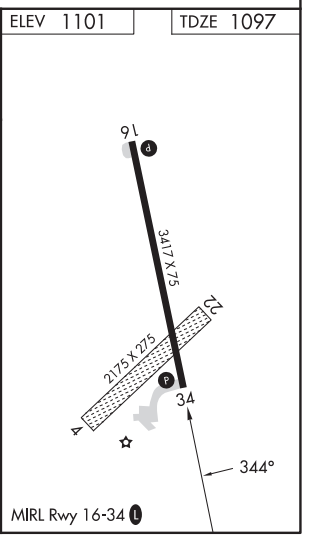
Circling NA to Rwys 4 and 22. Procedure NA at night. Rwy 34 helicopter visiblity reduction below 1 SM NA.

MISSED APPROACH: Climb to 4500 direct NILIE and on track 295° to RIRCO and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.225	128.5 306.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	1500-1	403 (400-1)	1500-1⅛ 403 (400-1⅛)	NA
LNAV MDA	1500-1	403 (400-1)	1500-1⅛ 403 (400-1⅛)	NA
CIRCLING	1740-1	639 (700-1)	1780-2 679 (700-2)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 30

OWATONNA DEGNER RGNL (OWA)

LOC/DME I-OWA	APP CRS	Rwy Idg	5500
109.55	302°	TDZE	1145
Chan 32 (Y)		Apt Elev	1145

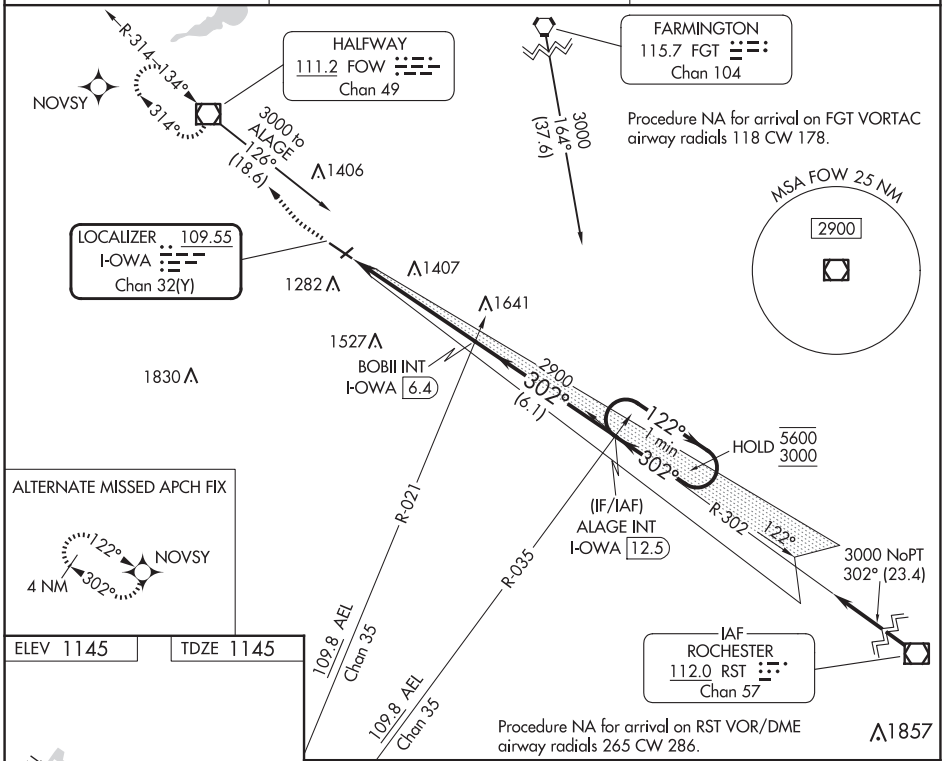
RNP APCH - GPS.

NA

MALSR

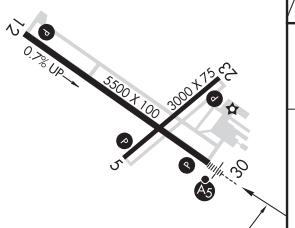
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct FOW VOR/DME and hold, continue climb-in-hold to 3000.

AWOS-3	ROCHESTER APP CON ★	UNICOM
128.325	119.8 251.125	122.7 (CTAF) L



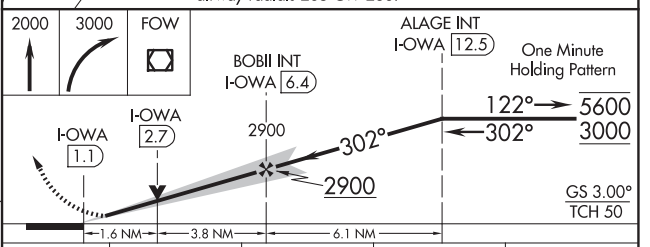
ALTERNATE MISSED APCH FIX

ELEV 1145	TDZE 1145



MIRL Rwy 5-23 L
REIL Rwys 5, 12, and 23 L
HIRL Rwy 12-30 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



CATEGORY	A	B	C	D
S-ILS 30	1345-½ 200 (200-½)			
S-LOC 30	1700-½ 555 (600-½)		1700-1⅛ 555 (600-1⅛)	
C CIRCLING	1700-1 555 (600-1)		1720-1⅝ 575 (600-1⅝)	1880-2¼ 735 (800-2¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

OWATONNA, MINNESOTA | AL-5426 (FAA) | 23334

WAAS	APP CRS	Rwy Idg	5500
CH 82627	122°	TDZE	1127
W12A		Apt Elev	1145

RNAV (GPS) RWY 12

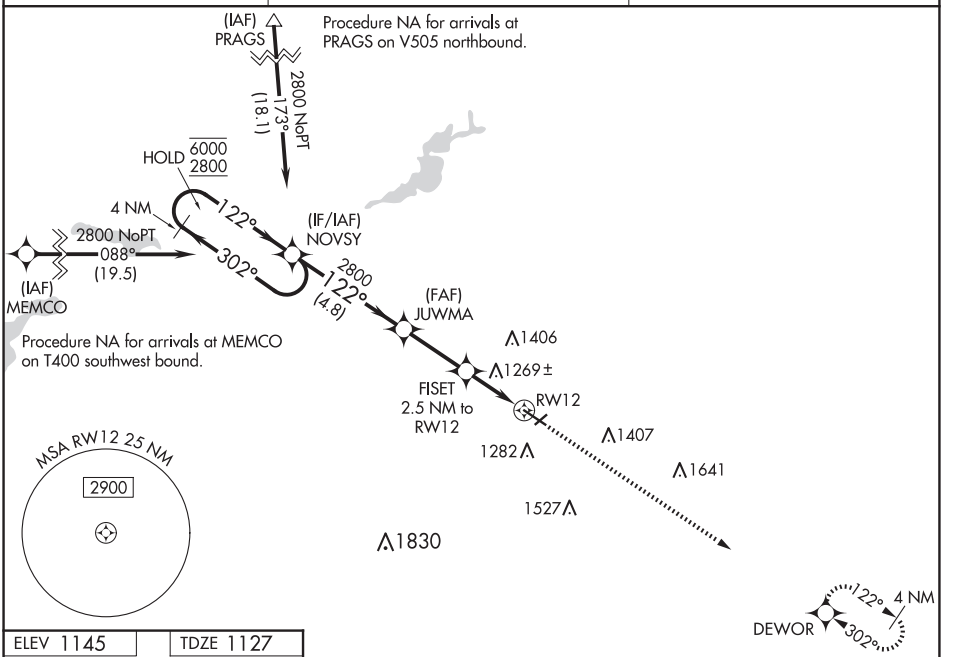
OWATONNA DEGNER RGNL (OWA)

RNP APCH - GPS.

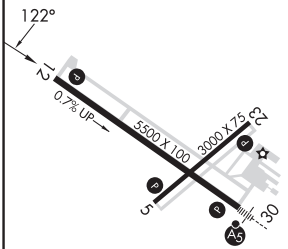
Rwy 12 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

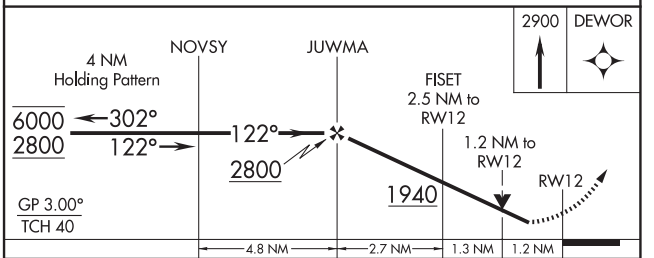
MISSED APPROACH: Climb to 2900 direct DEWOR and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
128.325	119.8 251.125	122.7 (CTAF) L



ELEV 1145 | TDZE 1127





CATEGORY	A	B	C	D
LPV DA	1420-⅞ 293 (300-⅞)			
LNAV/VNAV DA	1400-⅞ 273 (300-⅞)			
LNAV MDA	1520-1 393 (400-1)		1520-1⅛ 393 (400-1⅛)	
C CIRCLING	1640-1 495 (500-1)	1700-1 555 (600-1)	1720-1½ 575 (600-1½)	1880-2¼ 735 (800-2¼)

MIRL Rwy 5-23 L
REIL Rwys 5, 12, and 23 L
HIRL Rwy 12-30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS		
CH **86627**	**302°**	Rwy Idg	**5500**
W30A		TDZE	**1145**
		Apt Elev	**1145**

RNAV (GPS) RWY 30

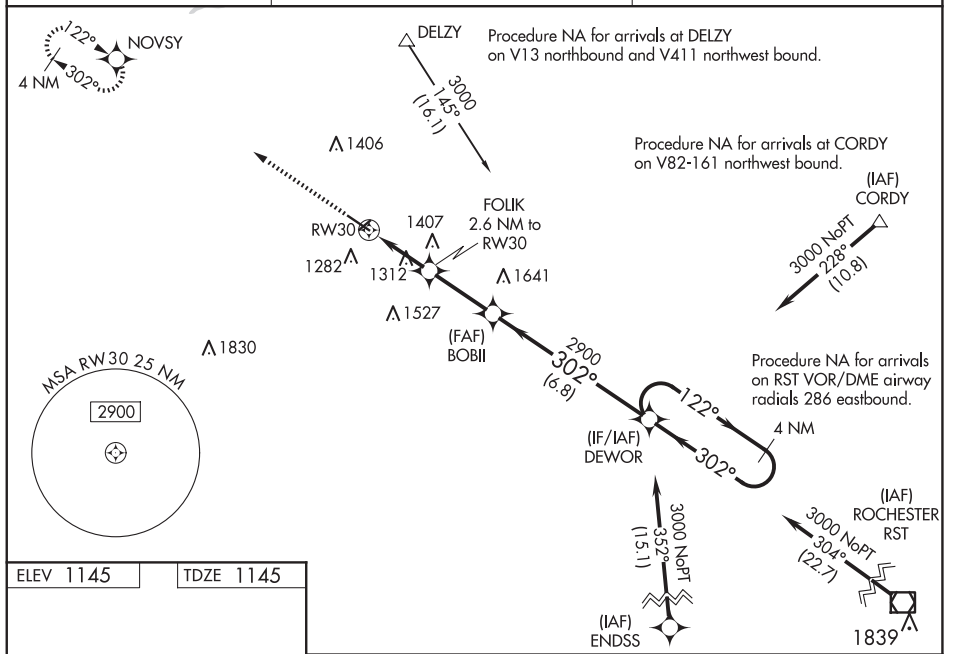
OWATONNA DEGNER RGNL (OWA)

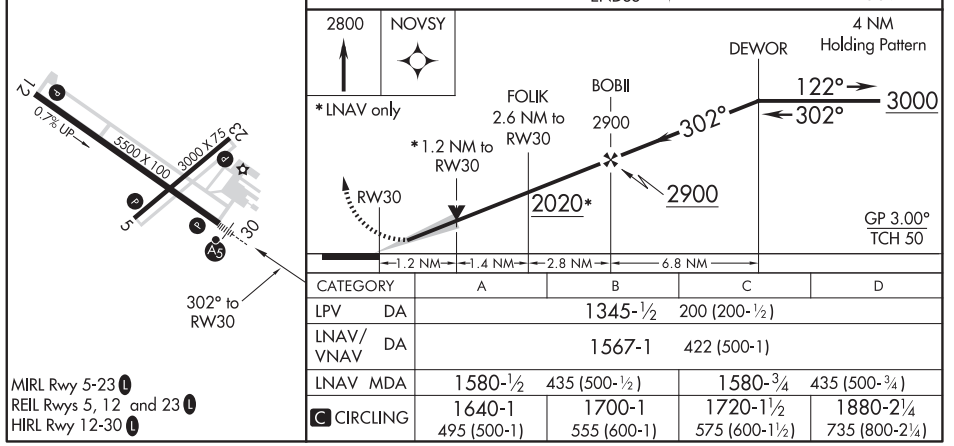
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME/RNP-0.3 NA. When local altimeter setting not received, use Faribault altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to 1⅛ mile, increase LNAV 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 Faribault altimeter setting. For inop MALSR increase LNAV/VNAV all Cats visibility to 1⅜ miles. For inop MALSR, when using Fairbault altimeter setting, increase LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C/D visibility to 1⅜ mile.

MALSR (A5)

MISSED APPROACH: Climb to 2800 direct NOVSY and hold.

AWOS-3	ROCHESTER APP CON *	UNICOM
128.325	**119.8 251.125**	**122.7** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1345-½	200 (200-½)		
LNAV/VNAV DA	1567-1	422 (500-1)		
LNAV MDA	1580-½	435 (500-½)	1580-¾	435 (500-¾)
C CIRCLING	1640-1 495 (500-1)	1700-1 555 (600-1)	1720-1½ 575 (600-1½)	1880-2¼ 735 (800-2¼)

MIRL Rwy 5-23 L
REIL Rwys 5, 12 and 23 L
HIRL Rwy 12-30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

OWATONNA, MINNESOTA | AL-5426 (FAA) | 23334

VOR/DME FOW	APP CRS	Rwy Idg	5500
111.2	134°	TDZE	1127
Chan 49		Apt Elev	1145

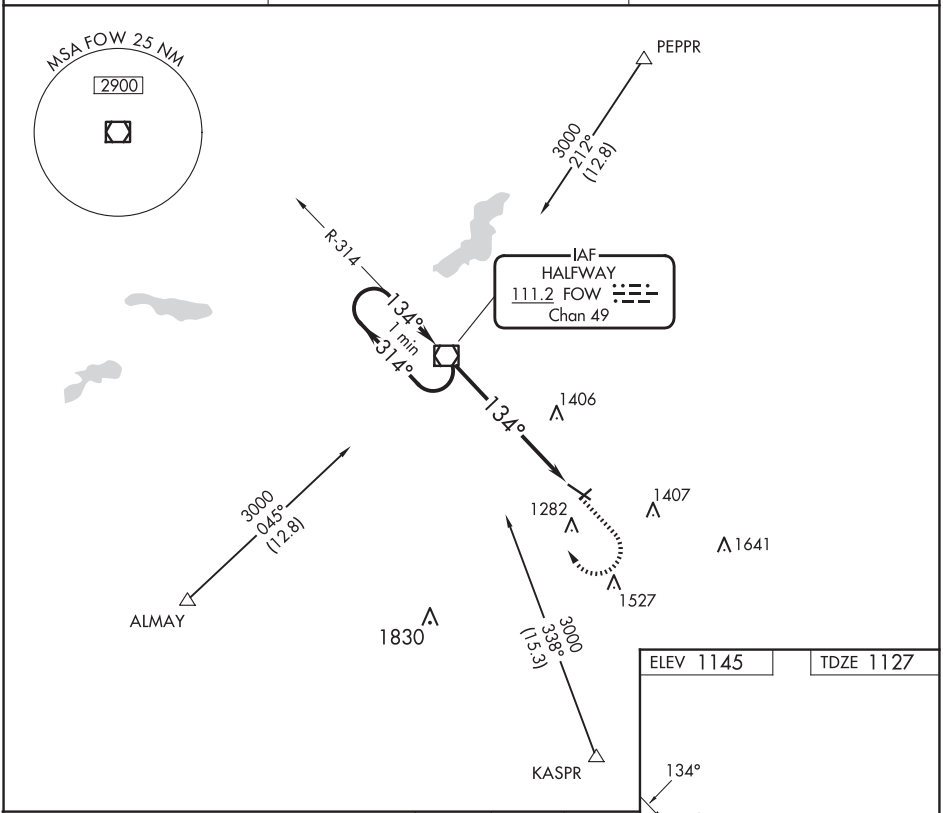
VOR RWY 12

OWATONNA DEGNER RGNL (OWA)

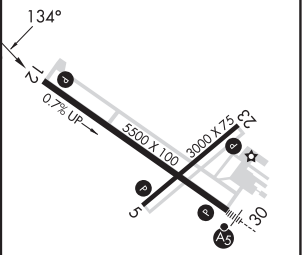
NA

MISSED APPROACH Climb to 2000 then climbing right turn to 3000 direct FOW VOR/DME and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
128.325	119.8 251.125	122.7 (CTAF) L

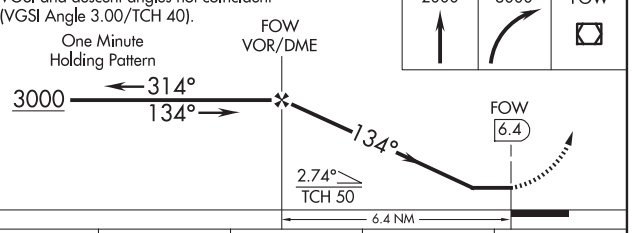


ELEV 1145 | TDZE 1127



MIRL Rwy 5-23 L
REIL Rwys 5, 12, and 23 L
HIRL Rwy 12-30 L

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).



CATEGORY	A	B	C	D
S-12	1560-1	433 (500-1)	1560-1¼ 433 (500-1¼)	1560-1½ 433 (500-1½)
C CIRCLING	1640-1 495 (500-1)	1700-1 555 (600-1)	1720-1½ 575 (600-1½)	1880-2¼ 735 (800-2¼)

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

LOC I-PKD	APP CRS	Rwy Idg	5497
110.9	311°	TDZE	1444
		Apt Elev	1445

ILS or LOC RWY 31

PARK RAPIDS MUNI/KONSHOK FLD (PKD)

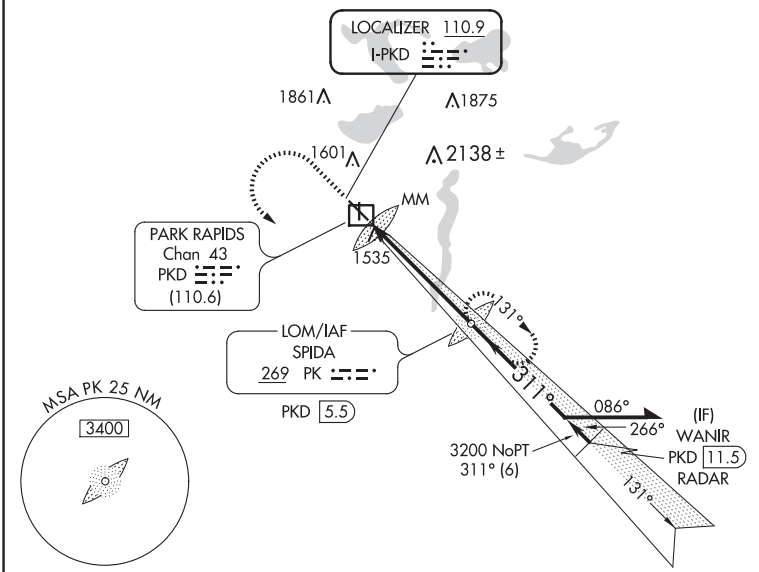
ADF required. ADF or RADAR required for procedure entry.

T A NA — Circling Rwy 18, 36 NA at night. For inop ALS, increase S-LOC 31 Cat C/D visibility to 1⅜ SM. Autopilot coupled approach NA below 1600 MSL.

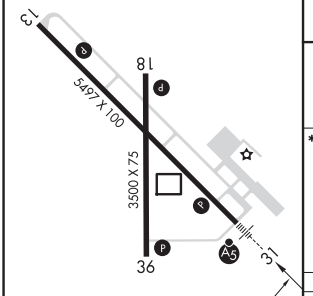
MALSR

MISSED APPROACH: Climb to 3200 then left turn direct SPIDA LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.25	134.75 251.1	123.0 (CTAF) L



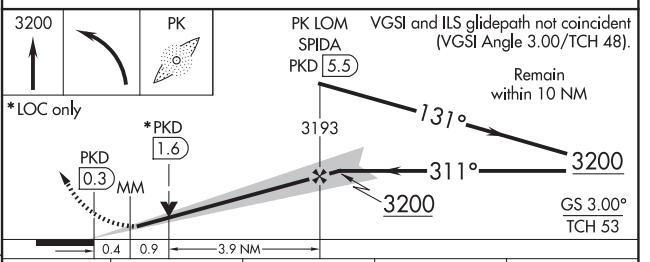
ELEV 1445 TDZE 1444



HIRL Rwy 13-31 L
MIRL Rwy 18-36 L
REIL Rwys 13, 18 and 36 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 31	1644-½ 200 (200-½)			
S-LOC 31	1920-½ 476 (500-½)		1920-1 476 (500-1)	
C CIRCLING	1920-1 475 (500-1)	1980-1 535 (600-1)	2000-1½ 555 (600-1½)	2500-3 1055 (1100-3)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

PARK RAPIDS, MINNESOTA | AL-5298 (FAA) | 22027

WAAS	APP CRS	Rwy Idg	5497
CH 86925	131°	TDZE	1445
W13A		Apt Elev	1445

RNAV (GPS) RWY 13

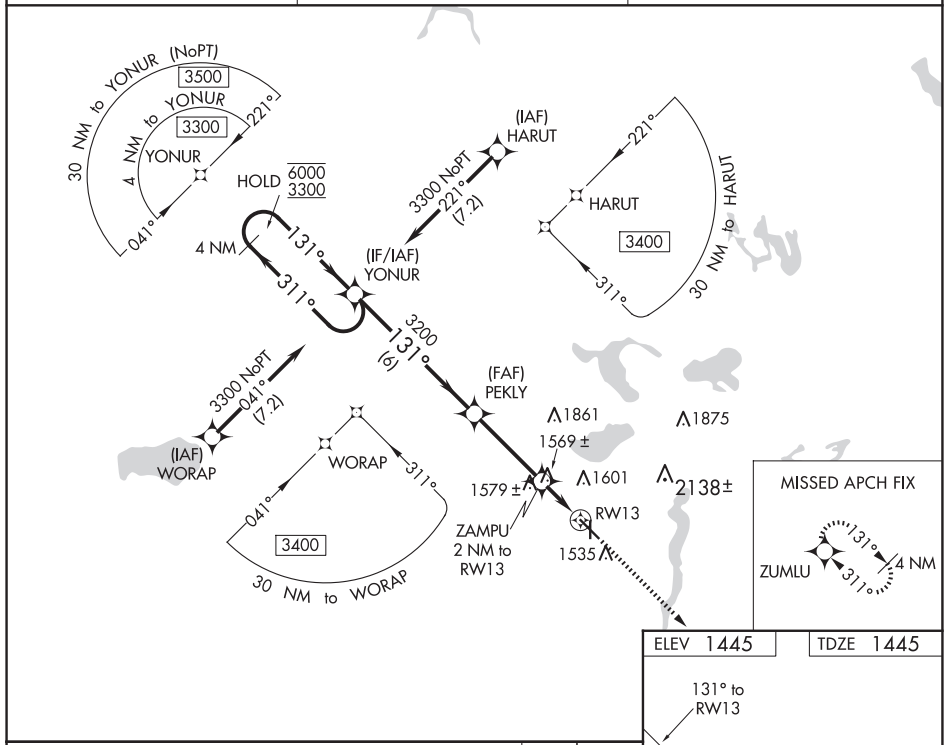
PARK RAPIDS MUNI/KONSHOK FLD (PKD)

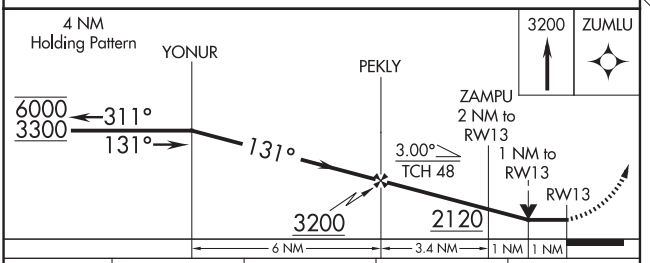
RNP APCH.

T
A Circling Rwy 18, 36 NA at night.
Rwy 13 helicopter visibility reduction below ¾ SM NA.

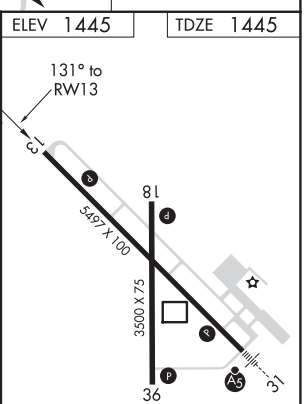
MISSED APPROACH: Climb to 3200 direct ZUMLU and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.25	134.75 251.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1820-1 375 (400-1)			
LNAV MDA	1840-1 395 (400-1)		1840-1⅛ 395 (400-1⅛)	
C CIRCLING	1900-1 455 (500-1)	1980-1 535 (600-1)	2000-1½ 555 (600-1½)	2500-3 1055 (1100-3)



HIRL Rwy 13-31 L
MIRL Rwy 18-36 L
REIL Rwys 13, 18 and 36 L

PARK RAPIDS, MINNESOTA
Amdt 1A 16JUL20

46°54'N-95°04'W

PARK RAPIDS MUNI/KONSHOK FLD (PKD)
RNAV (GPS) RWY 13

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5497
CH 82525	311°	TDZE	1444
W31A		Apt Elev	1445

RNAV (GPS) RWY 31

PARK RAPIDS MUNI/KONSHOK FLD (PKD)

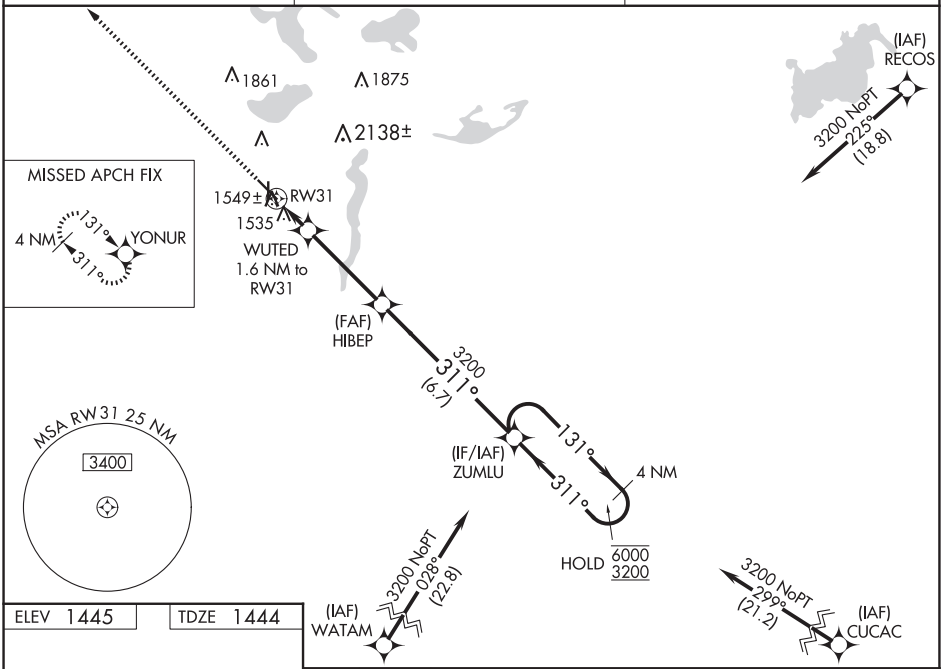
RNP APCH.

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 ⅞ SM and LNAV Cat C/D visibility to 1 SM.

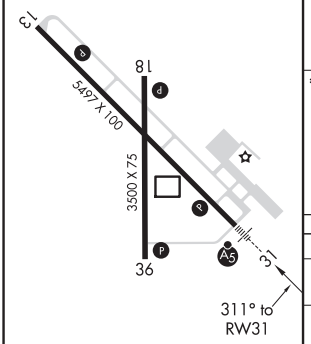
MALSR

MISSED APPROACH: Climb to 3300 direct YONUR and hold.

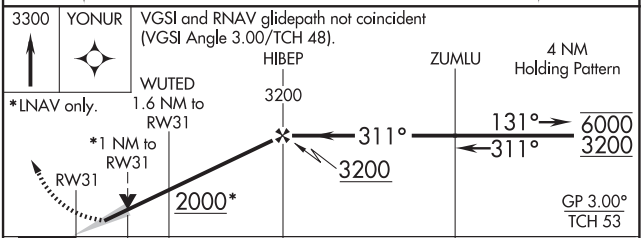
ASOS	MINNEAPOLIS CENTER	UNICOM
119.25	134.75 251.1	123.0 (CTAF) L



ELEV 1445 TDZE 1444



HIRL Rwy 13-31 L
MIRL Rwy 18-36 L
REIL Rwys 13, 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	1644-½ 200 (200-½)			
LNAV/VNAV DA	1731-½ 287 (300-½)			
LNAV MDA	1800-½ 356 (400-½)		1800-⅝ 356 (400-⅝)	
C CIRCLING	1900-1 455 (500-1)	1980-1 535 (600-1)	2000-1½ 555 (600-1½)	2500-3 1055 (1100-3)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

PARKSTON, SOUTH DAKOTA | AL-10407 (FAA) | 25163

APP CRS	Rwy Ldg	3600
150°	TDZE	1417
	Apt Elev	1418

RNAV (GPS) RWY 15

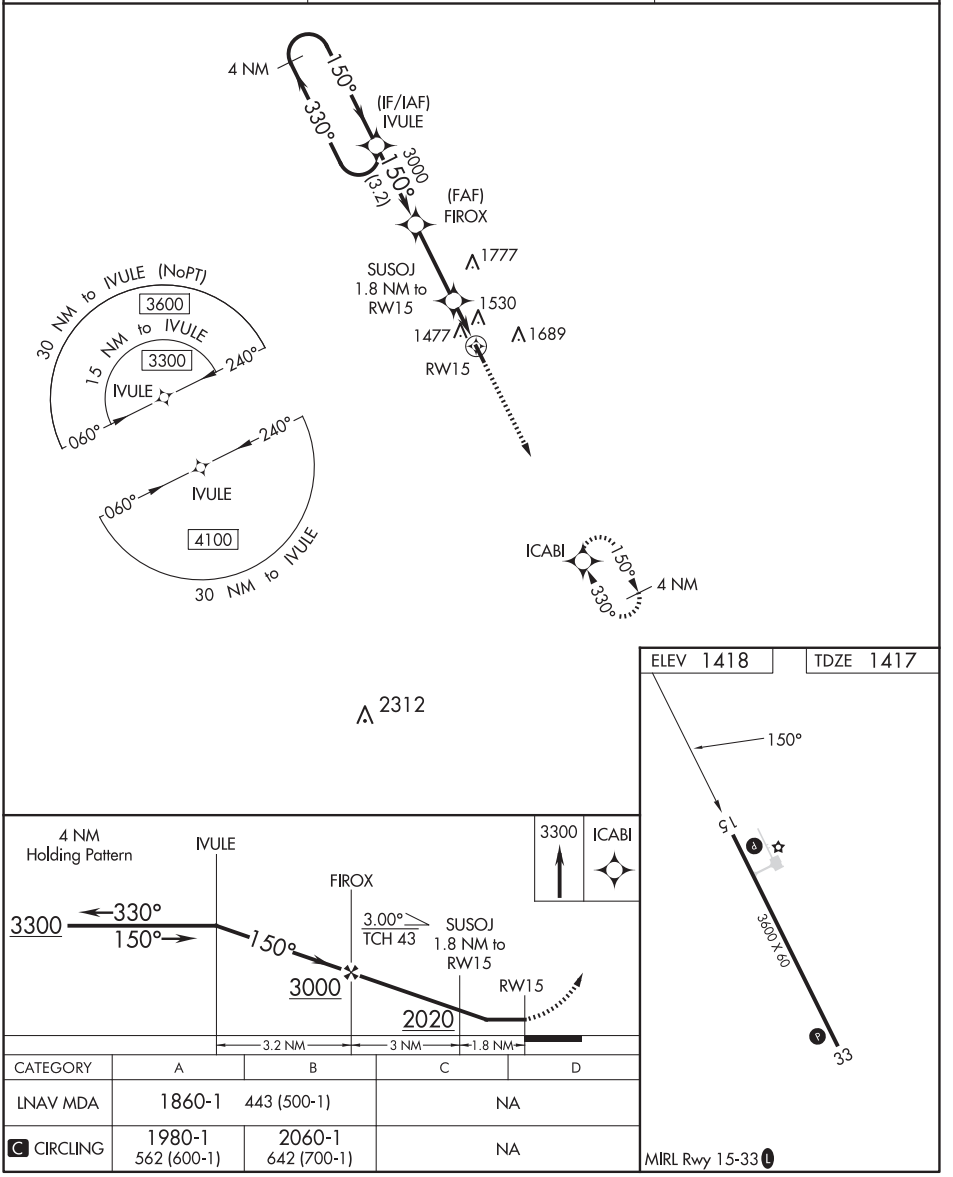
PARKSTON MUNI (8V3)

NA

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.

MISSED APPROACH: Climb to 3300 direct ICABI and hold.

MHE ASOS	MINNEAPOLIS CENTER	AUNICOM
124.175	128.0 385.5	122.9 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1860-1	443 (500-1)	NA	
C CIRCLING	1980-1 562 (600-1)	2060-1 642 (700-1)	NA	

PARKSTON, SOUTH DAKOTA

Orig-A 05MAR15

43°23'N-97°59'W

PARKSTON MUNI (8V3)

RNAV (GPS) RWY 15

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	3600
CH 62833	330°	TDZE	1418
W33A		Apt Elev	1418

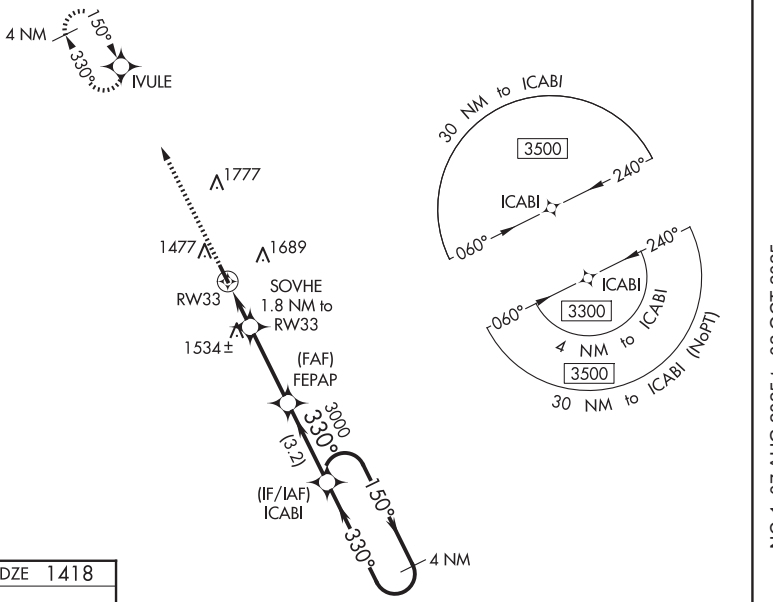
RNAV (GPS) RWY 33

PARKSTON MUNI (8V3)

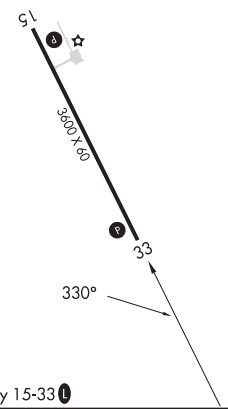
DME/DME RNP-0.3 NA. Use Mitchell altimeter setting; when not received, use Yankton altimeter setting and increase all DA 32 feet and all MDA 40 feet. Helicopter visibility reduction below ¾ SM not authorized. Baro-VNAV NA.

MISSED APPROACH: Climb to 3300 direct IVULE and hold.

MHE ASOS	MINNEAPOLIS CENTER	AUNICOM
124.175	128.0 385.5	122.9 (CTAF) L

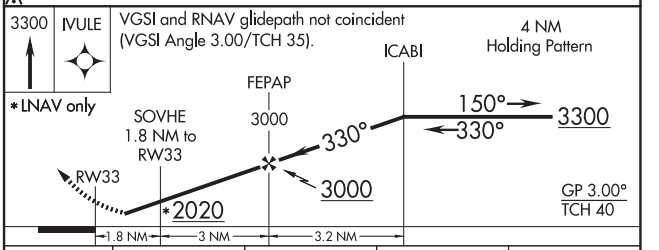


ELEV 1418 TDZE 1418



MIRL Rwy 15-33 L

2310



CATEGORY	A	B	C	D
LPV DA	1740-1⅛	322 (400-1⅛)	NA	
LNAV/VNAV DA	1740-1⅛	322 (400-1⅛)	NA	
LNAV MDA	1860-1	442 (500-1)	NA	
C CIRCLING	1980-1 562 (600-1)	2060-1 642 (700-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

PAYNESVILLE, MINNESOTA AL-10366 (FAA) 21336

WAAS	APP CRS	Rwy Idg	3302
CH 50133	105°	TDZE	1183
W11A		Apt Elev	1183

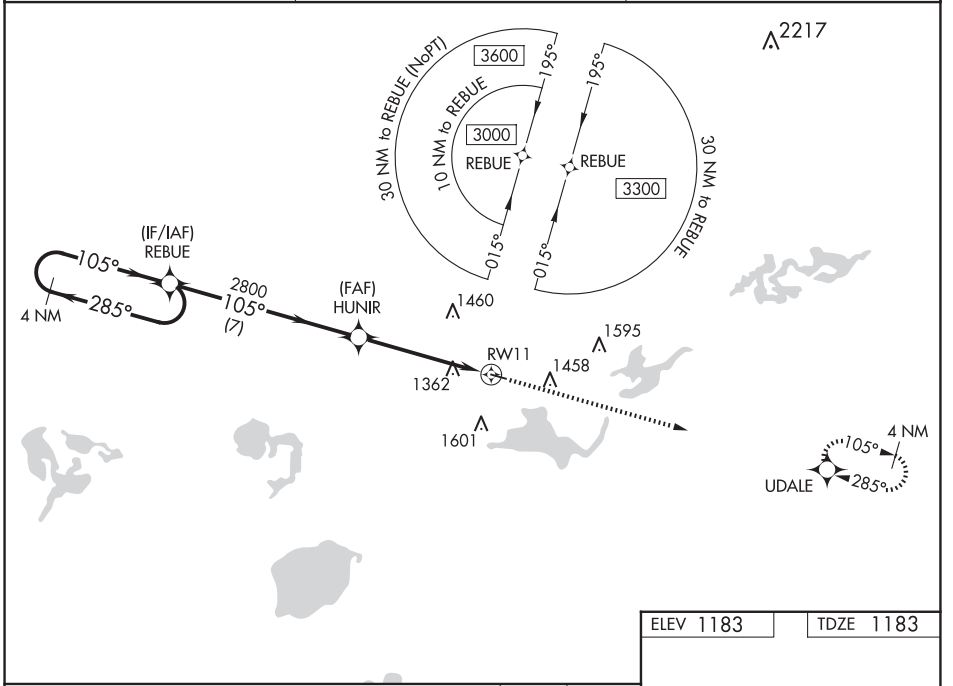
RNAV (GPS) RWY 11

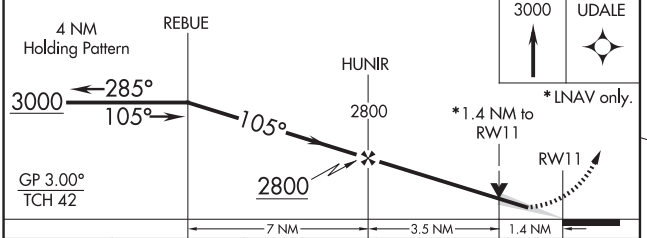
PAYNESVILLE MUNI (PEX)

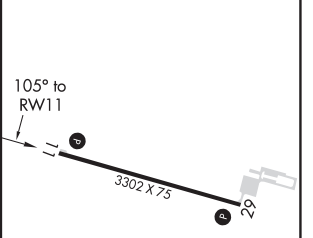
T A Baro-VNAV and VDP NA when using Litchfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Litchfield altimeter setting and increase all DA 51 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cat C and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UDALE and hold.

AWOS-3PT	MINNEAPOLIS CENTER	CTAF
120.35	125.5 323.1	122.9 L







CATEGORY	A	B	C	D
LPV DA	1383-1 200 (200-1)			NA
LNAV/VNAV DA	1653-1⅝ 470 (500-1⅝)			NA
LNAV MDA	1680-1 497 (500-1)		1680-1⅜ 497 (500-1⅜)	NA
CIRCLING	1680-1 497 (500-1)	1760-1 577 (600-1)	1920-2 737 (800-2)	NA

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

PAYNESVILLE, MINNESOTA
Amdt 1C 02DEC21

45°22'N-94°45'W

PAYNESVILLE MUNI (PEX)
RNAV (GPS) RWY 11

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	3302
CH 65633	285°	TDZE	1183
W29A		Apt Elev	1183

RNAV (GPS) RWY 29

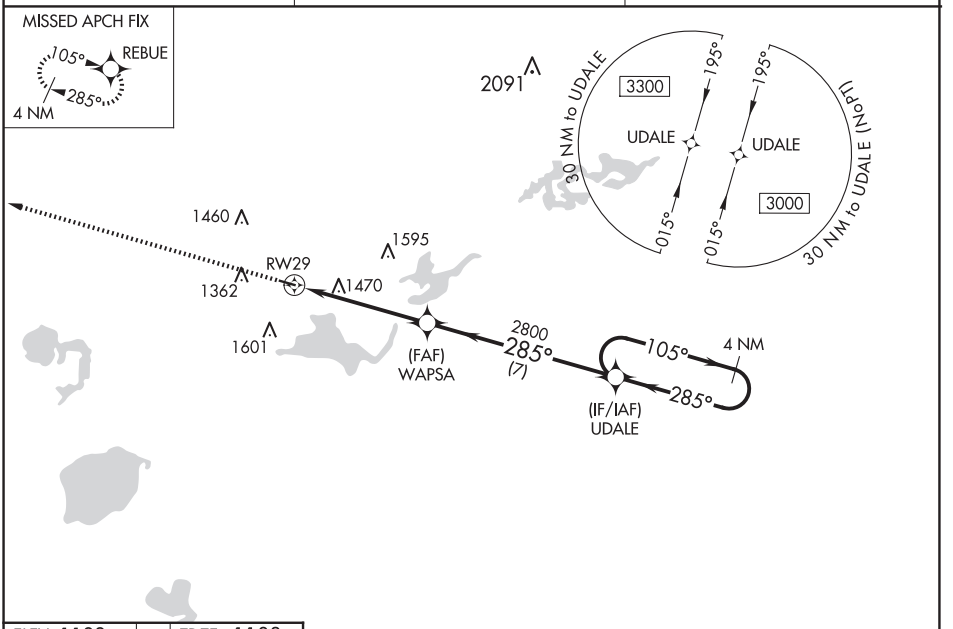
PAYNESVILLE MUNI (PEX)

T A 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.

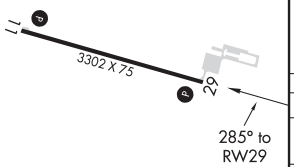
MISSED APPROACH: Climb to 3000 direct REBUE and hold.

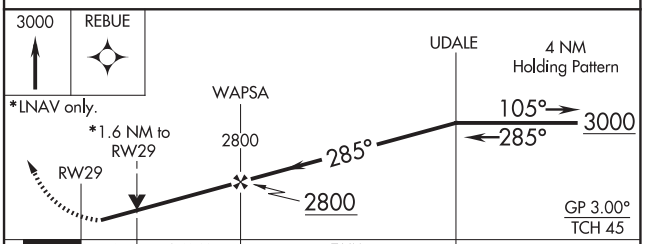
AWOS-3PT	MINNEAPOLIS CENTER	CTAF
120.35	125.5 323.1	122.9 L

MISSED APCH FIX



ELEV 1183 TDZE 1183





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 537 (600-1½)	NA
CIRCLING	1720-1 537 (600-1)	1760-1 577 (600-1)	1920-2 737 (800-2)	NA

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3798
338°	TDZE	796
	Apt Elev	796

RNAV (GPS) RWY 33

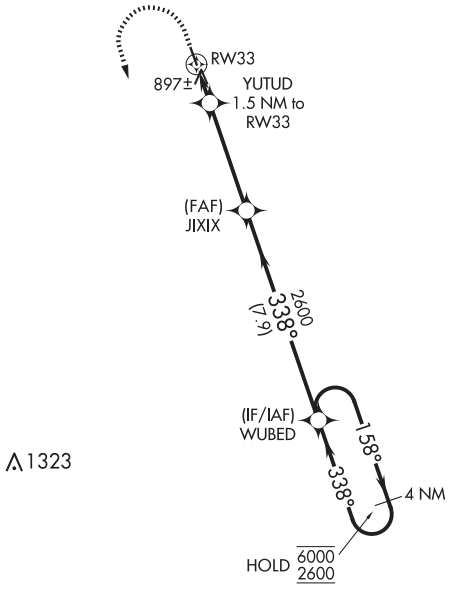
PEMBINA MUNI (PMB)

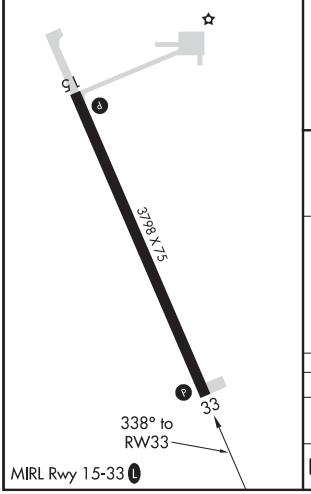
RNP APCH-GPS.

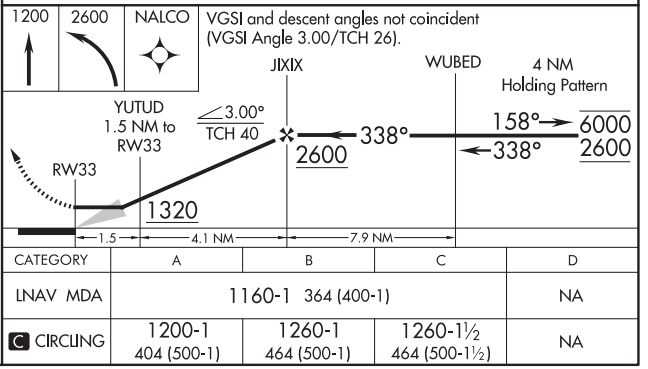
T A NA — Circling Rwy 15 NA at night. Obtain local altimeter setting on CTAF; when not received, use Hallock altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 1200 then climbing left turn 2600 direct NALCO and hold.

MINNEAPOLIS CENTER	UNICOM
132.15 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1160-1 364 (400-1)			NA
C CIRCLING	1200-1 404 (500-1)	1260-1 464 (500-1)	1260-1½ 464 (500-1½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 62933 W13A	APP CRS 128°	Rwy Ldg 4102 TDZE 1376 Apt Elev 1376

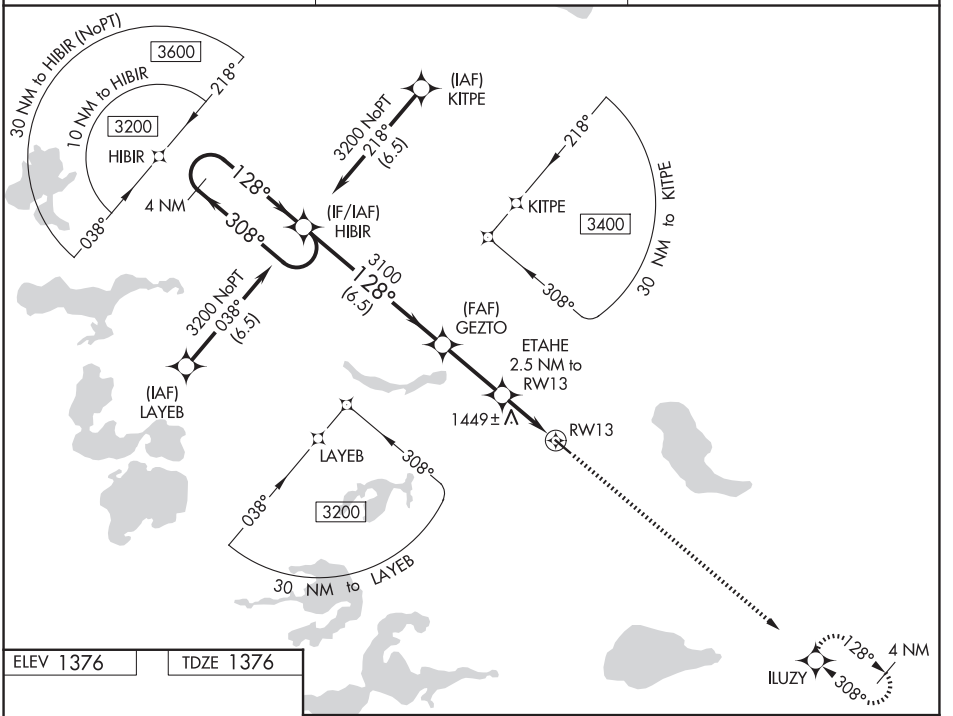
RNAV (GPS) RWY 13

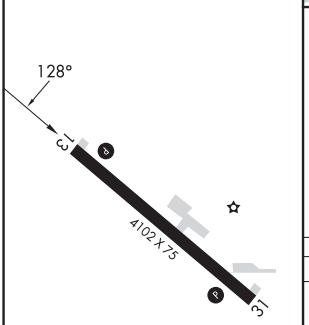
PERHAM MUNI (16D)

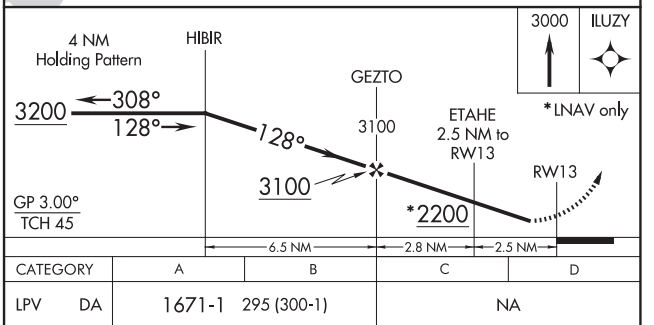
Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Detroit Lakes altimeter setting; when not received, use Wadena altimeter setting.

MISSED APPROACH: Climb to 3000 direct ILUZY and hold.

MINNEAPOLIS CENTER	GCO	CTAF
126.1 269.2	121.725	122.9 (L)







CATEGORY	A	B	C	D
LPV DA	1671-1	295 (300-1)	NA	
LNAV/VNAV DA	1811-1¼	435 (500-1¼)	NA	
LNAV MDA	1800-1	424 (500-1)	NA	
CIRCLING	2120-1	744 (800-1)	NA	

MIRL Rwy 13-31 (L)
REIL Rwys 13 and 31 (L)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

PERHAM, MINNESOTA AL-9270 (FAA) 25191

WAAS	APP CRS	Rwy Ldg	4102
CH 78133	308°	TDZE	1374
W31A		Apt Elev	1376

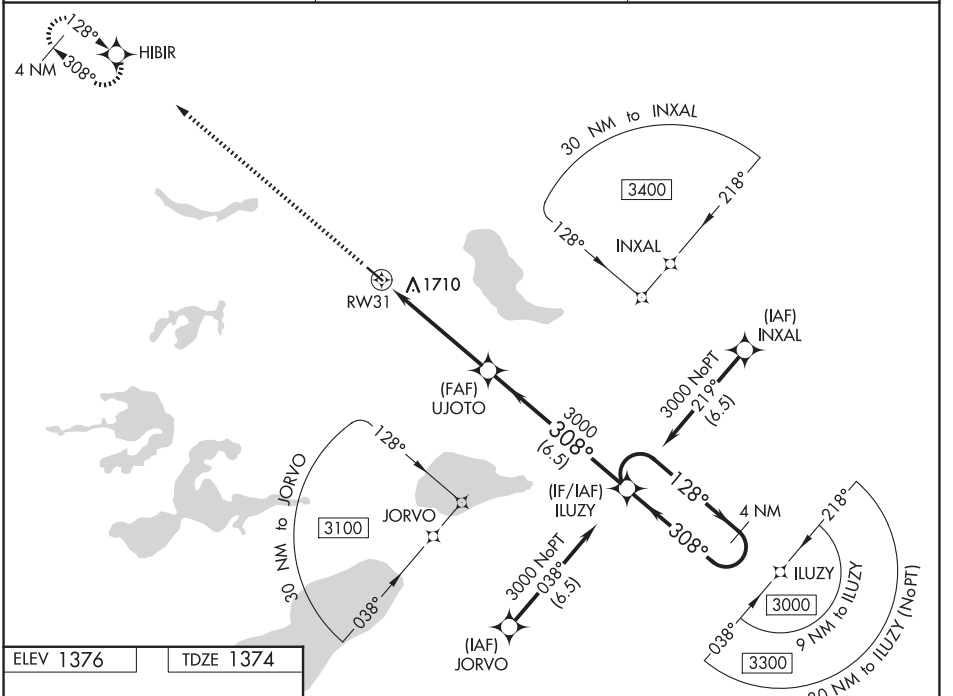
RNAV (GPS) RWY 31

PERHAM MUNI (16D)

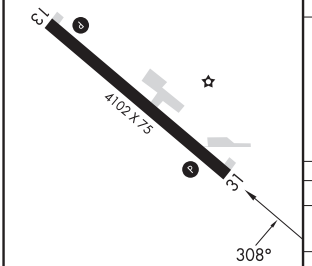
T ANA Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Detroit Lakes altimeter setting; when not received, use Wadena altimeter setting.

MISSED APPROACH: Climb to 3200 direct HIBIR and hold.

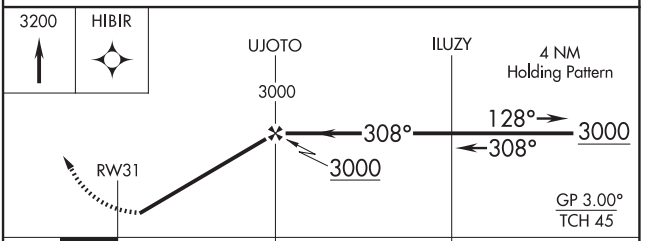
MINNEAPOLIS CENTER	GCO	CTAF
126.1 269.2	121.725	122.9 L



ELEV 1376 TDZE 1374



MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L



CATEGORY	A	B	C	D
LPV DA	1669-1	295 (300-1)	NA	
LNAV/VNAV DA	2158-2½	784 (800-2½)	NA	
LNAV MDA	2080-1	706 (800-1)	NA	
CIRCLING	2120-1	744 (800-1)	NA	

PERHAM, MINNESOTA
Amdt 1A 05FEB15

46°37′N-95°36′W

PERHAM MUNI (16D)

RNAV (GPS) RWY 31

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	3998
CH 78434	121°	TDZE	2209
W12A		Apt Elev	2209

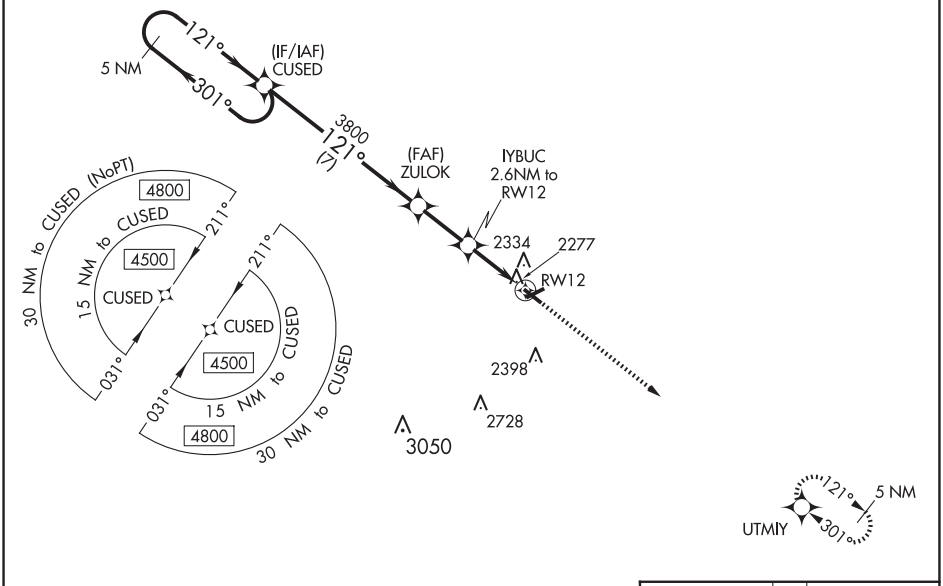
RNAV (GPS) RWY 12

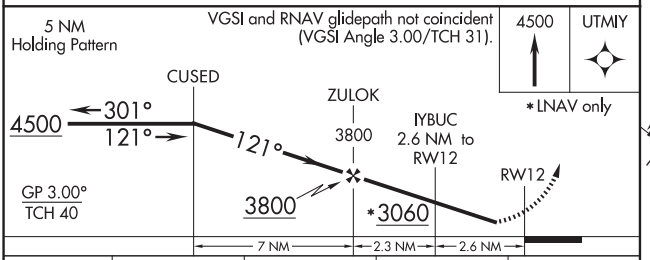
PHILIP (PHP)

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 ⅝ 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.

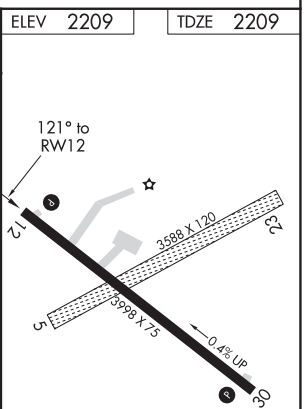
MISSED APPROACH: Climb to 4500 direct UTMIY and hold.

ASOS	DENVER CENTER	UNICOM
118.375	127.95 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2467-1	258 (300-1)		NA
LNAV/VNAV DA	2742-1⅞	533 (600-1⅞)		NA
LNAV MDA	2680-1	471 (500-1)	2680-1⅜ 471 (500-1⅜)	NA
C CIRCLING	2720-1 511 (600-1)	2760-1 551 (600-1)	2840-1¾ 631 (700-1¾)	NA



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

PHILIP, SOUTH DAKOTA | AL-850 (FAA) | 20086

WAAS	APP CRS	Rwy Idg	3998
CH **99335**	**301°**	TDZE	**2206**
W30A		Apt Elev	**2209**

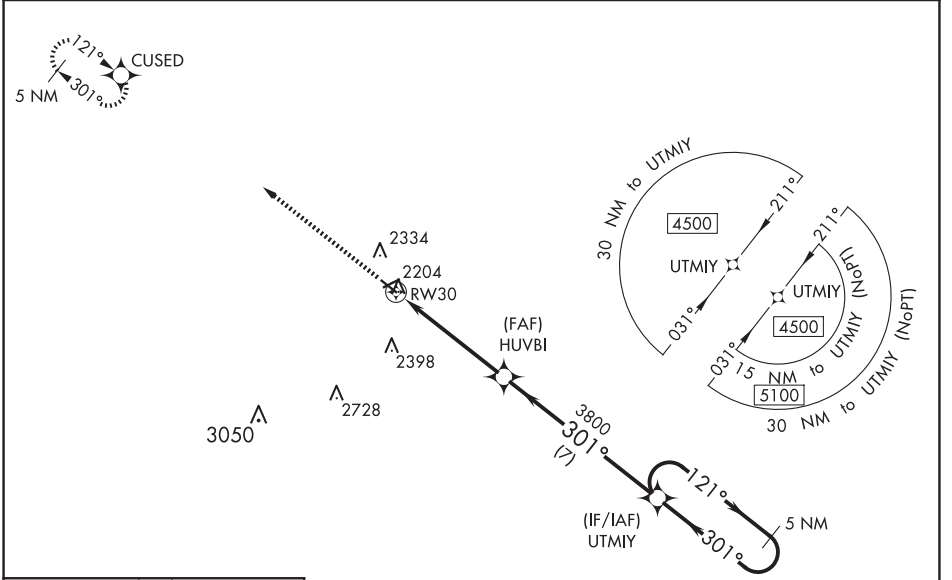
RNAV (GPS) RWY 30

PHILIP (PHP)

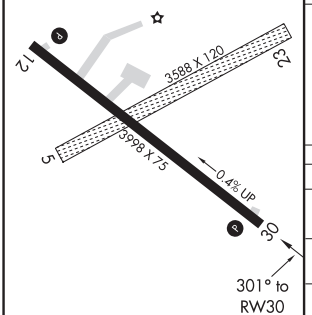
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pierre altimeter setting and increase all DA 204 feet and MDA 220 feet and increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility 1 mile, increase LNAV Cat C visibility ½ mile, and increase Circling Cat C visibility 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	DENVER CENTER	UNICOM
118.375	**127.95 338.2**	**122.8** (CTAF) L



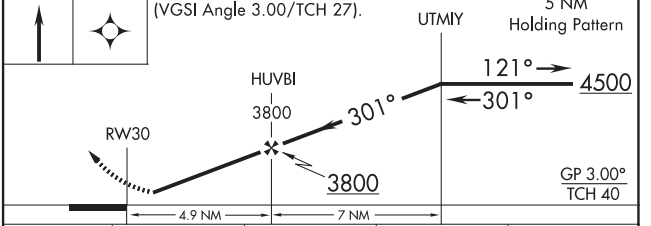
ELEV 2209	TDZE 2206



MIRL Rwy 12-30 L

4500 ↑ | CUSED

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).



CATEGORY		A	B	C	D
LPV	DA	2456-1 250 (300-1)		2456-1⅜ 250 (300-1⅜)	NA
LNAV/VNAV	DA	2794-2 588 (600-2)			NA
LNAV MDA		2620-1 414 (500-1)		2620-1¼ 414 (500-1¼)	NA
C CIRCLING		2720-1 511 (600-1)	2760-1 551 (600-1)	2840-1¾ 631 (700-1¾)	NA

PHILIP, SOUTH DAKOTA
Orig-A 05FEB15

44°03'N-101°36'W

PHILIP (PHP)

RNAV (GPS) RWY 30

NC-1, 07 AUG 2025 to 02 OCT 2025

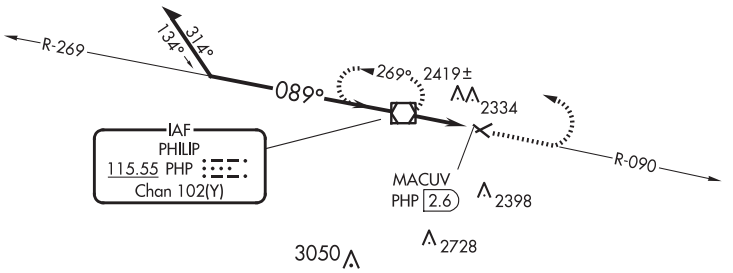
VOR/DME PHP	APP CRS	Rwy Idg	N/A
115.55	089°	TDZE	N/A
Chan 102(Y)		Apt Elev	2209

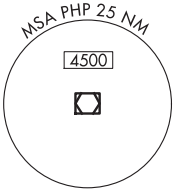
VOR-A
PHILIP (PHP)

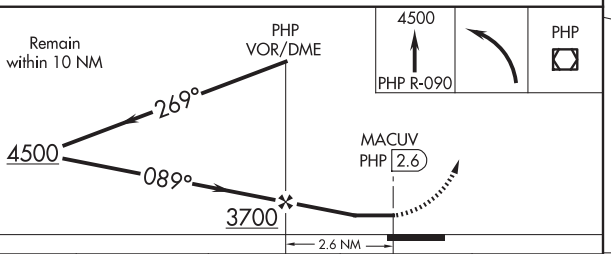
Circling to Rwy 12-30 NA at night. When local altimeter setting not received, use Pierre Rgnl altimeter setting and increase all MDA 220 feet, and increase Circling Cat C visibility ¾ mile.

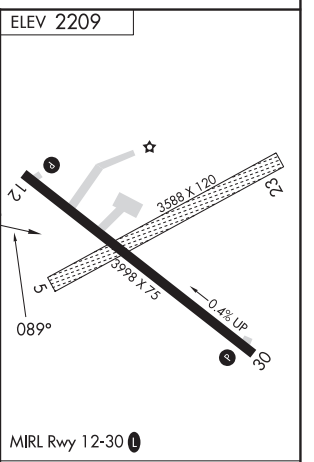
MISSED APPROACH: Climb to 4500 on PHP VOR/DME R-090, then left turn direct PHP VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
118.375	127.95 338.2	122.8 (CTAF) L









CATEGORY	A	B	C	D
C CIRCLING	2720-1 511 (600-1)	2760-1 551 (600-1)	2840-1¾ 631 (700-1¾)	NA

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

PIERRE, SOUTH DAKOTA | AL-324 (FAA) | 24249

LOC/DME I-PIR	APP CRS	Rwy Idg	6900
111.9	313°	TDZE	1720
Chan 56		Apt Elev	1744

ILS or LOC RWY 31

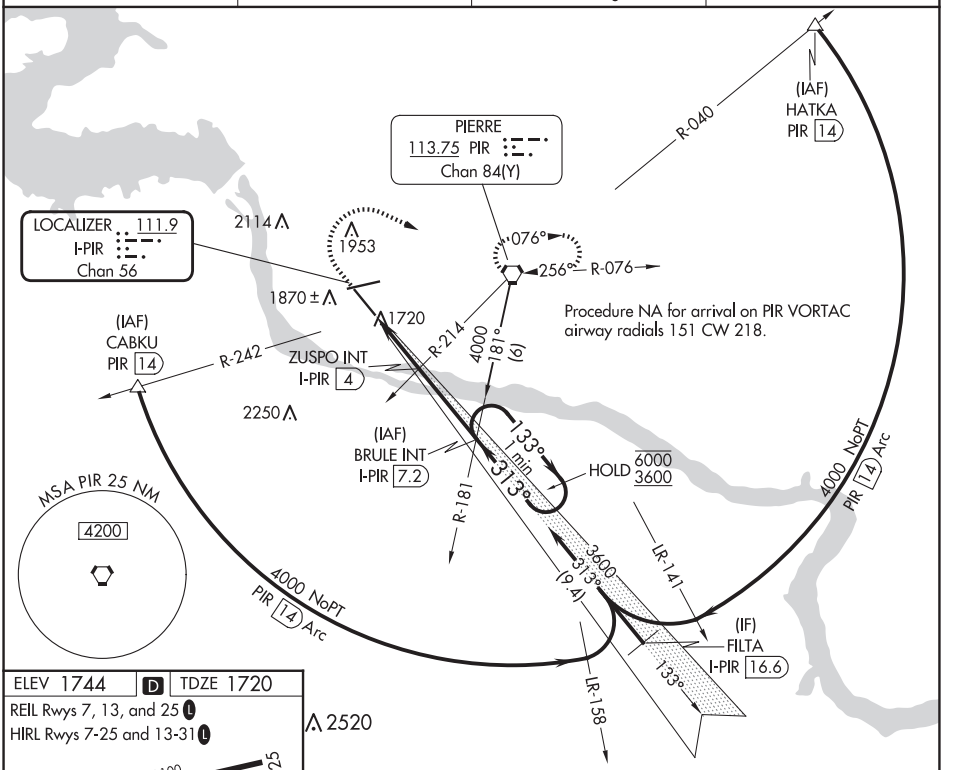
PIERRE RGNL (PIR)

T A For inop ALS, increase S-LOC 31 Cat C/D visibility to ⅞ SM.

MALSR

MISSED APPROACH: Climb to 2400 then climbing right turn to 4000 direct PIR VORTAC and hold, continue climb-in-hold to 4000.

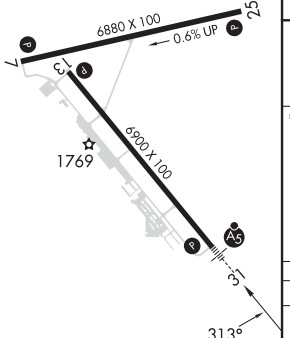
ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
119.025	125.1 269.1	122.7 L	122.95



ELEV 1744 D TDZE 1720

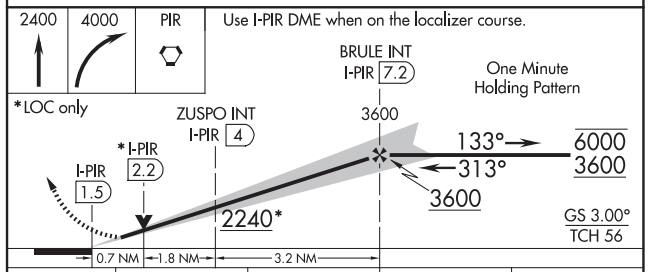
REIL Rwys 7, 13, and 25 L

HIRL Rwys 7-25 and 13-31 L



FAF to MAP 5.7 NM

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



CATEGORY	A	B	C	D
S-ILS 31	1920-½ 200 (200-½)			
S-LOC 31	1980-½ 260 (300-½)			
C CIRCLING	2240-1 496 (500-1)	2300-1 556 (600-1)	2400-1¾ 656 (700-1¾)	2460-2¼ 716 (800-2¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	6880
CH 45804	069°	TDZE	1744
W07A		Apt Elev	1744

RNAV (GPS) RWY 7

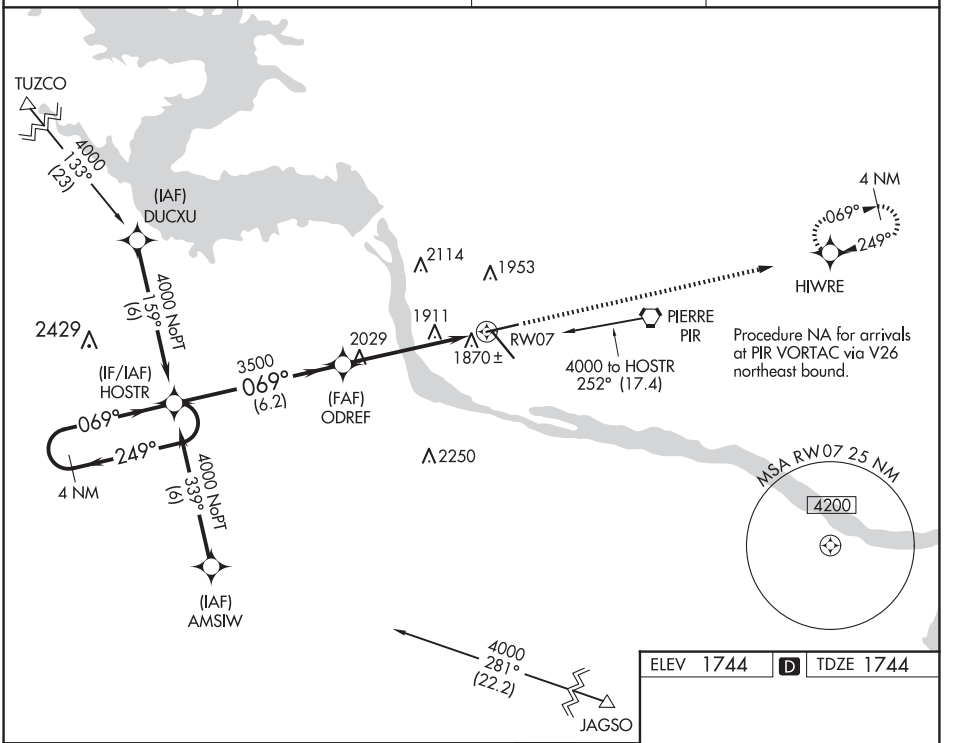
PIERRE RGNL (PIR)

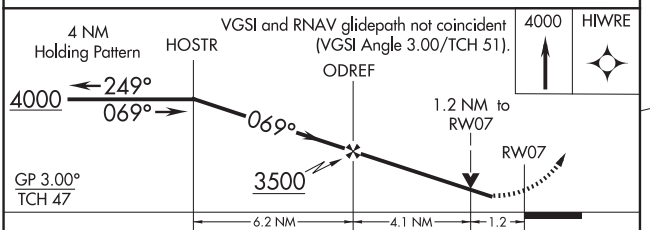
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 45°C. Visibility reduction by helicopters NA.

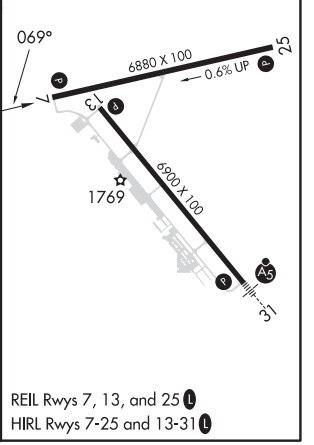
MISSED APPROACH: Climb to 4000 direct HIWRE and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
119.025	125.1 269.1	122.7 L	122.95





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)
C CIRCLING	2240-1 496 (500-1)	2300-1 556 (600-1)	2400-1¾ 656 (700-1¾)	2460-2¼ 716 (800-2¼)



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 13

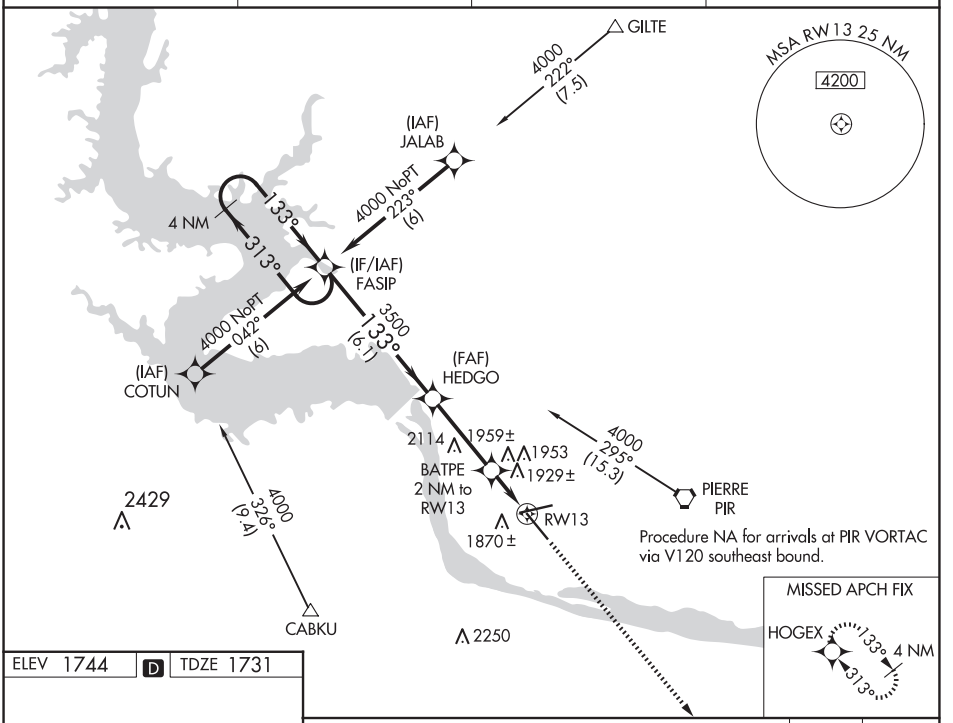
PIERRE RGNL (PIR)

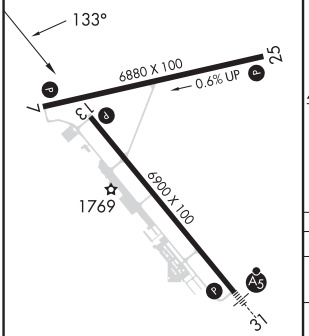
WAAS	APP CRS	Rwy Idg	6900
CH 53404	133°	TDZE	1731
W13A		Apt Elev	1744

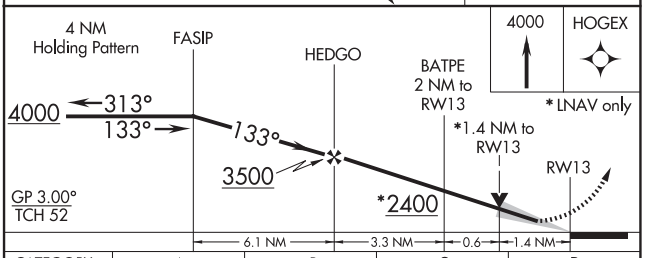
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct HOGEX and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
119.025	125.1 269.1	122.7 L	122.95







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)		2220-1¼ 489 (500-1¼)	2220-1½ 489 (500-1½)
C CIRCLING	2240-1 496 (500-1)	2300-1 556 (600-1)	2400-1¾ 656 (700-1¾)	2460-2¼ 716 (800-2¼)

REIL Rwys 7, 13, and 25 L
HIRL Rwys 7-25 and 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 25

PIERRE RGNL (PIR)

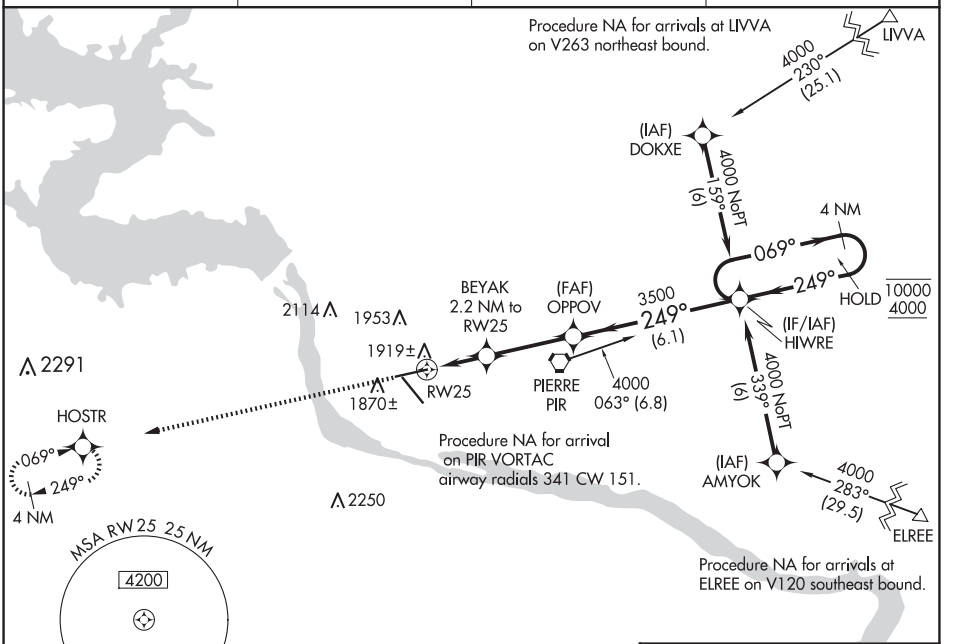
WAAS	APP CRS	Rwy Idg	6880
CH 63104	249°	TDZE	1725
W25A		Apt Elev	1744

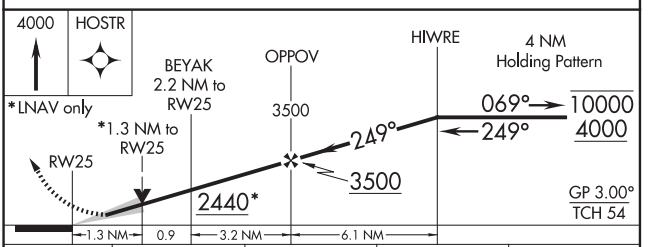
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C.

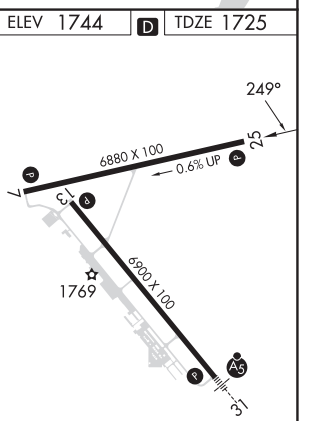
MISSED APPROACH: Climb to 4000 direct HOSTR and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
119.025	125.1 269.1	122.7 L	122.95





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 455 (500-1¼)	2180-1½ 455 (500-1½)
C CIRCLING	2240-1 496 (500-1)	2300-1 556 (600-1)	2400-1¾ 656 (700-1¾)	2460-2¼ 716 (800-2¼)



REIL Rwys 7, 13, and 25 L

HIRL Rwys 7-25 and 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

PIERRE, SOUTH DAKOTA | AL-324 (FAA) | 24249

RNAV (GPS) RWY 31

PIERRE RGNL (PIR)

WAAS	APP CRS	Rwy Idg	6900
CH 65623	313°	TDZE	1720
W31A		Apt Elev	1744

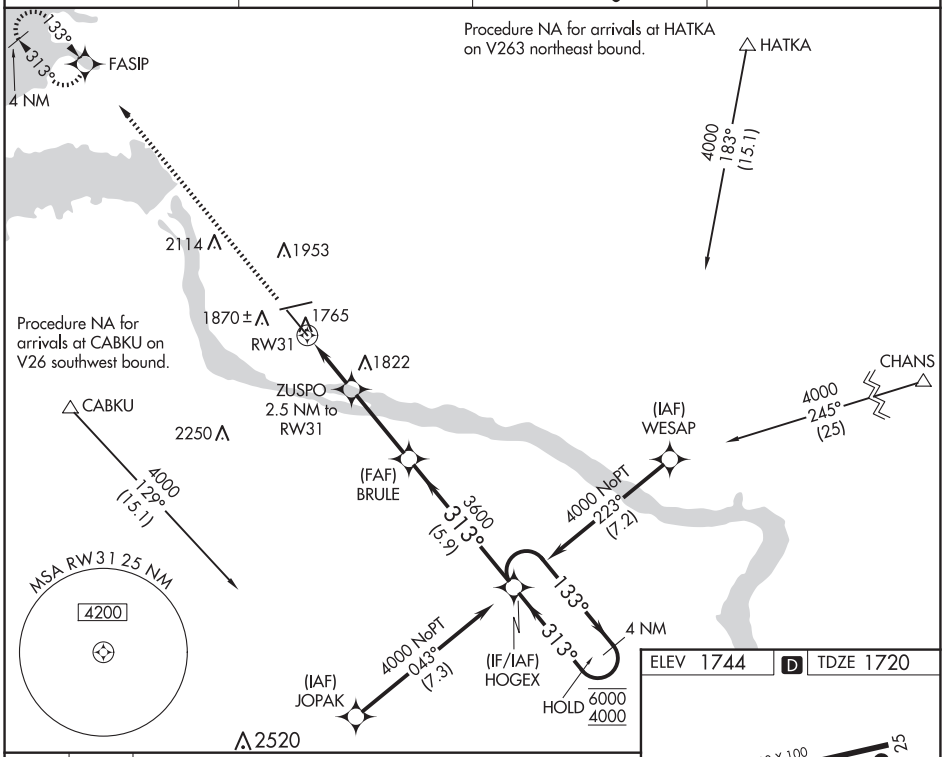
RNP APCH.

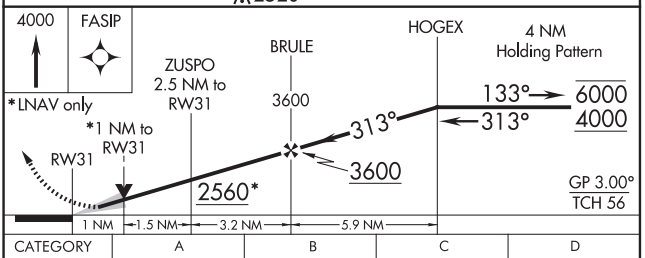
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM.

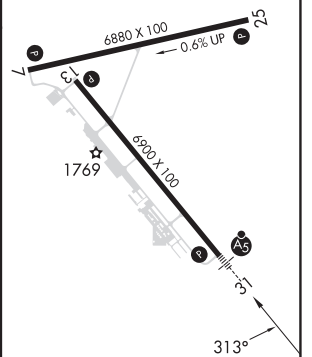
MALSR

MISSED APPROACH: Climb to 4000 direct FASIP and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
119.025	125.1 269.1	122.7 L	122.95







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)			
C CIRCLING	2240-1 496 (500-1)	2300-1 556 (600-1)	2400-1¾ 656 (700-1¾)	2460-2¼ 716 (800-2¼)

REIL Rwys 7, 13, and 25 L

HIRL Rwys 7-25 and 13-31 L

PIERRE, SOUTH DAKOTA

Amdt 1A 25FEB21

44°23'N-100°17'W

PIERRE RGNL (PIR)

RNAV (GPS) RWY 31

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

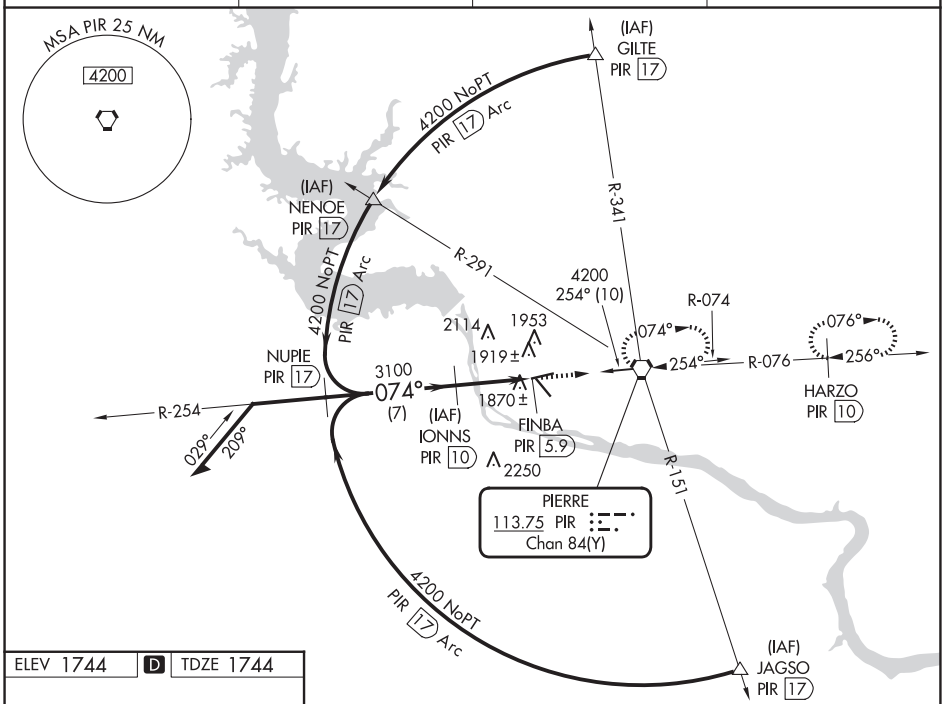
VORTAC PIR	APP CRS	Rwy Idg	6880
113.75	074°	TDZE	1744
Chan 84(Y)		Apt Elev	1744

VOR/DME or TACAN RWY 7

PIERRE RGNL (PIR)

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).

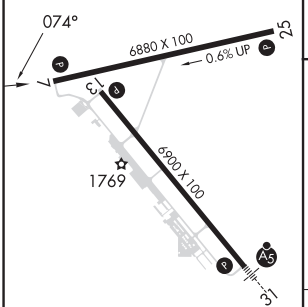
ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
119.025	125.1 269.1	122.7 L	122.95



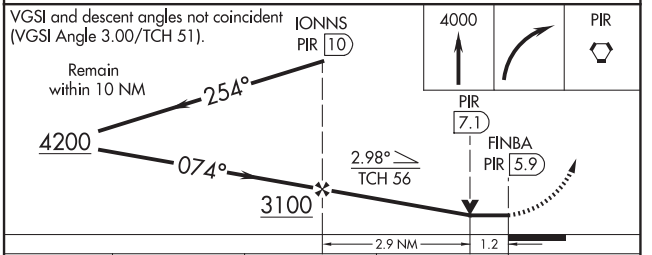
NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

ELEV 1744 D TDZE 1744



REIL Rwys 7, 13, and 25 L
HIRL Rwys 7-25 and 13-31 L



CATEGORY	A	B	C	D
S-7	2180-1 436 (500-1)		2180-1¼ 436 (500-1¼)	2180-1½ 436 (500-1½)
C CIRCLING	2240-1 496 (500-1)	2300-1 556 (600-1)	2400-1¾ 656 (700-1¾)	2460-2¼ 716 (800-2¼)

VOR or TACAN RWY 25

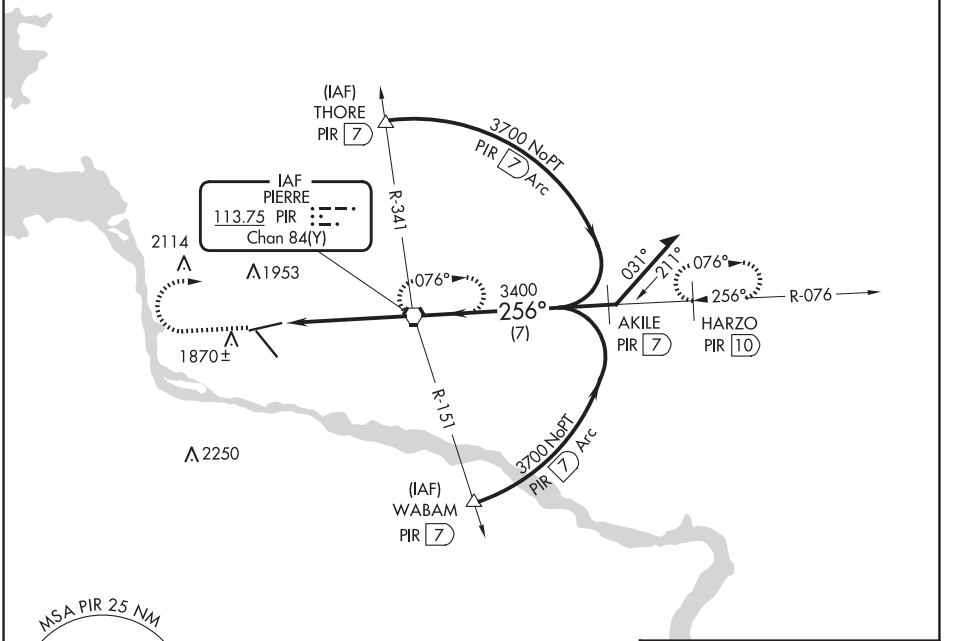
PIERRE RGNL (PIR)

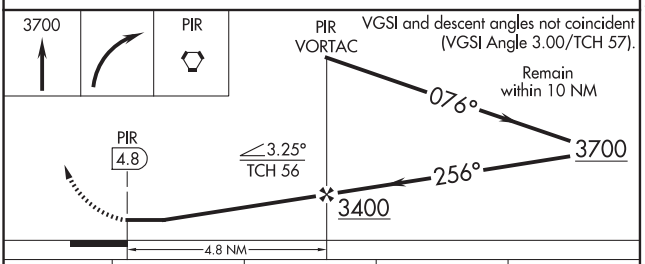
VORTAC PIR	APP CRS	Rwy Idg	6880
113.75	256°	TDZE	1725
Chan 84(Y)		Apt Elev	1744

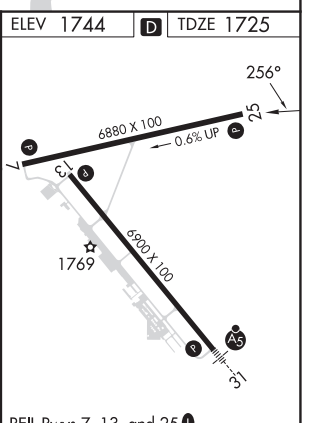
T A

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
119.025	125.1 269.1	122.7 L	122.95







CATEGORY	A	B	C	D
S-25	2120-1 395 (400-1)			2120-1¼ 395 (400-1¼)
C CIRCLING	2240-1 496 (500-1)	2300-1 556 (600-1)	2400-1¾ 656 (700-1¾)	2460-2¼ 716 (800-2¼)

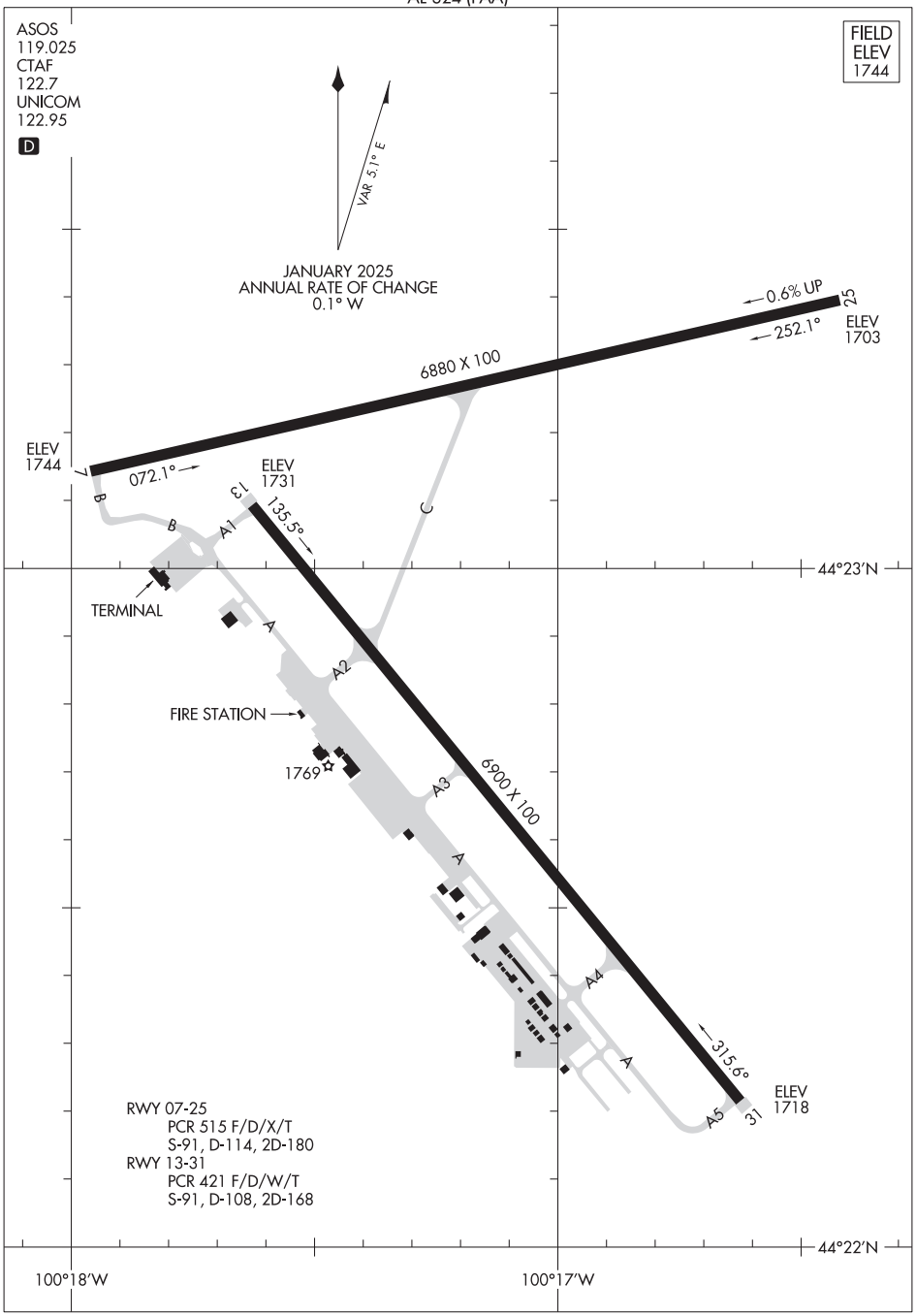
REIL Rwys 7, 13, and 25 L
HIRL Rwys 7-25 and 13-31 L

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, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

AL-324 (FAA)



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

PINE RIDGE, SOUTH DAKOTA AL-9036 (FAA) 21168

RNAV (GPS) RWY 12
PINE RIDGE (IEN)

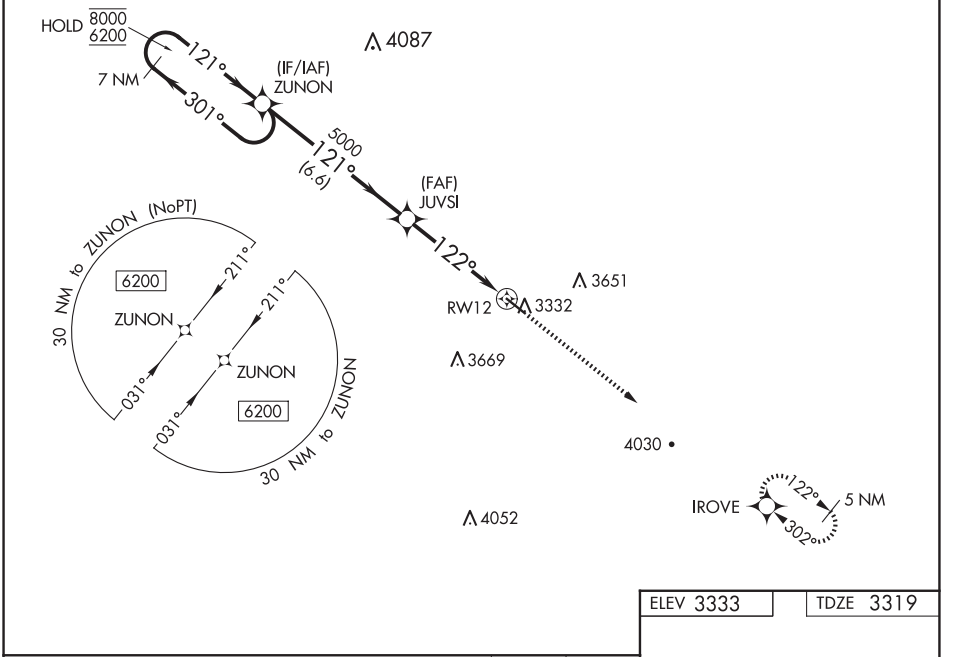
WAAS	APP CRS	Rwy Idg	5000
CH 97542	122°	TDZE	3319
W12A		Apt Elev	3333

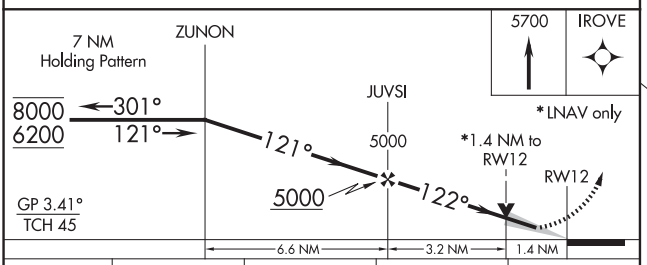
RNP APCH.

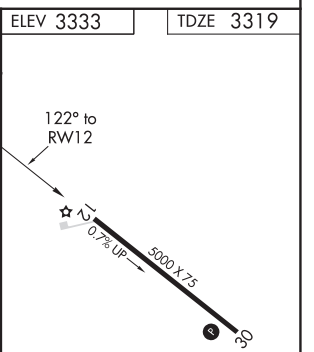
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.

MISSED APPROACH: Climb to 5700 direct IROVE and hold.

ASOS	DENVER CENTER	CTAF
126.775	127.95 338.2	122.9 L







CATEGORY	A	B	C	D
LPV DA	3589-1 270 (300-1)			NA
LNAV/VNAV DA	3772-1⅜ 453 (500-1⅜)			NA
LNAV MDA	3840-1 521 (600-1)		3840-1½ 521 (600-1½)	NA
C CIRCLING	3900-1 567 (600-1)	4080-1 747 (800-1)	4200-2½ 867 (900-2½)	NA

MIRL Rwy 12-30 L

PINE RIDGE, SOUTH DAKOTA
Orig 13SEP18

43°01′N-102°30′W

PINE RIDGE (IEN)
RNAV (GPS) RWY 12

NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	5000
302°	TDZE	3333
	Apt Elev	3333

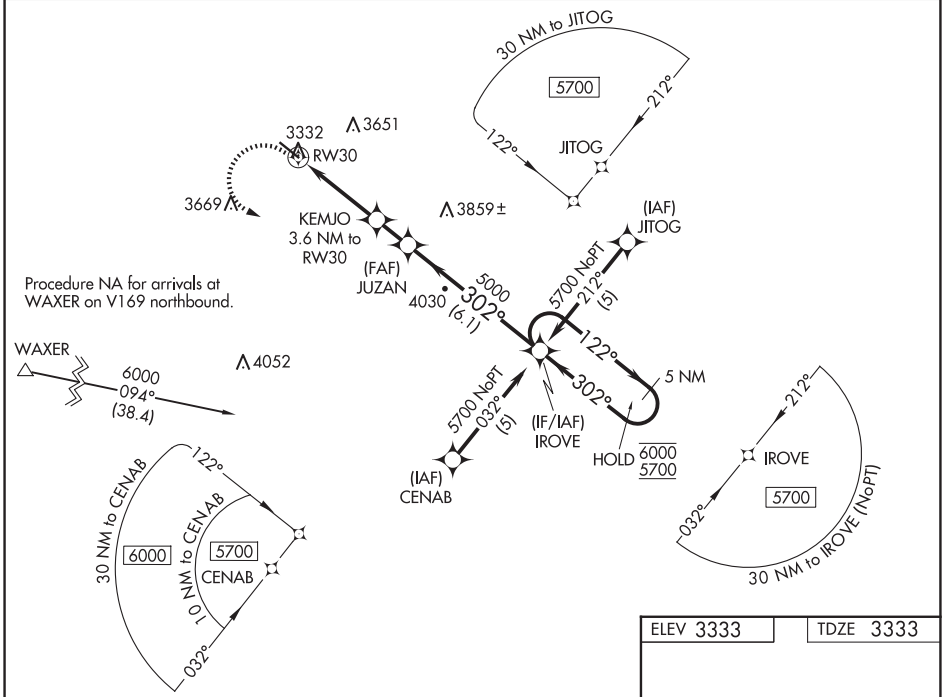
RNAV (GPS) RWY 30
PINE RIDGE (IEN)

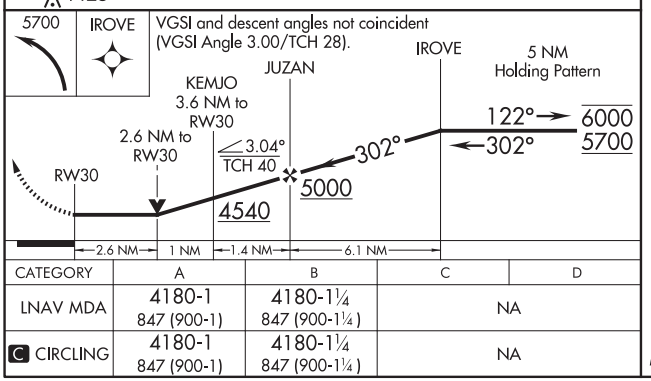
RNP APCH.

Rwy 30 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 5700 direct IROVE and hold.

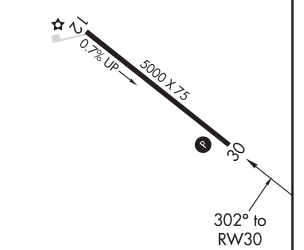
ASOS	DENVER CENTER	CTAF
126.775	127.95 338.2	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	4180-1 847 (900-1)	4180-1¼ 847 (900-1¼)	NA	
C CIRCLING	4180-1 847 (900-1)	4180-1¼ 847 (900-1¼)	NA	

ELEV 3333 TDZE 3333



MIRL Rwy 12-30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

PINE RIVER, MINNESOTA | AL-9441 (FAA) | 21140

APP CRS	Rwy Idg	3000
340°	TDZE	1295
	Apt Elev	1295

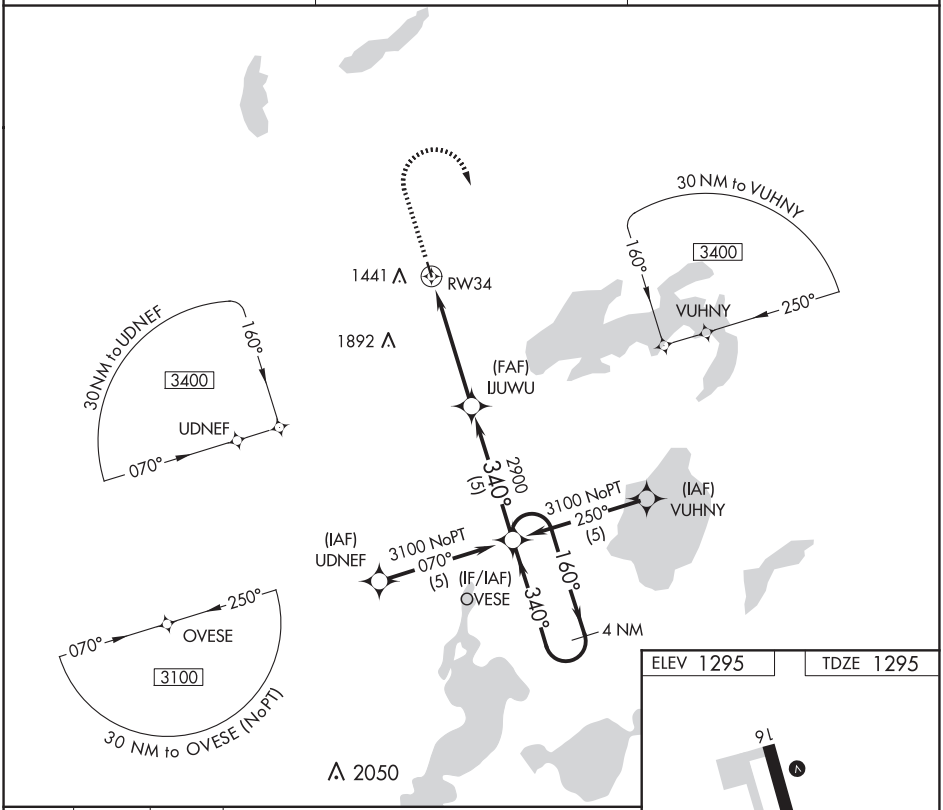
RNAV (GPS) RWY 34

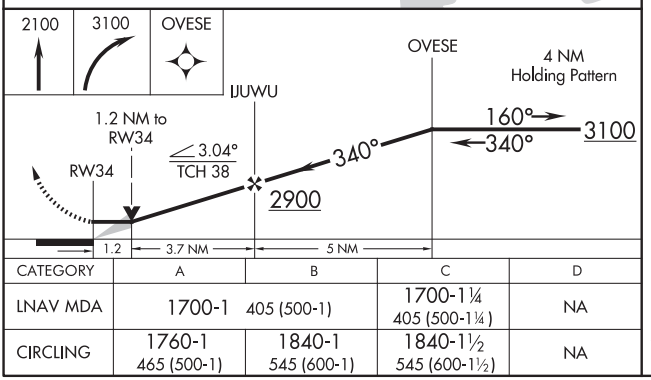
PINE RIVER RGNL (PWC)

NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

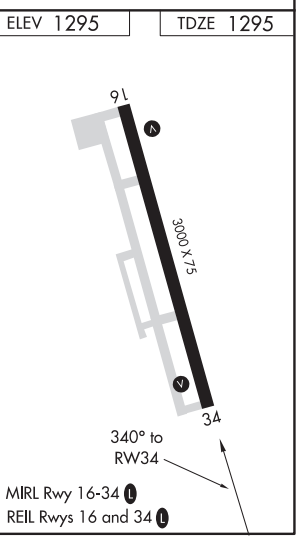
MISSED APPROACH: Climb to 2100 then climbing right turn to 3100 direct OVESE WP and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.525	118.05 239.0	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1700-1 405 (500-1)		1700-1¼ 405 (500-1¼)	NA
CIRCLING	1760-1 465 (500-1)	1840-1 545 (600-1)	1840-1½ 545 (600-1½)	NA



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 18

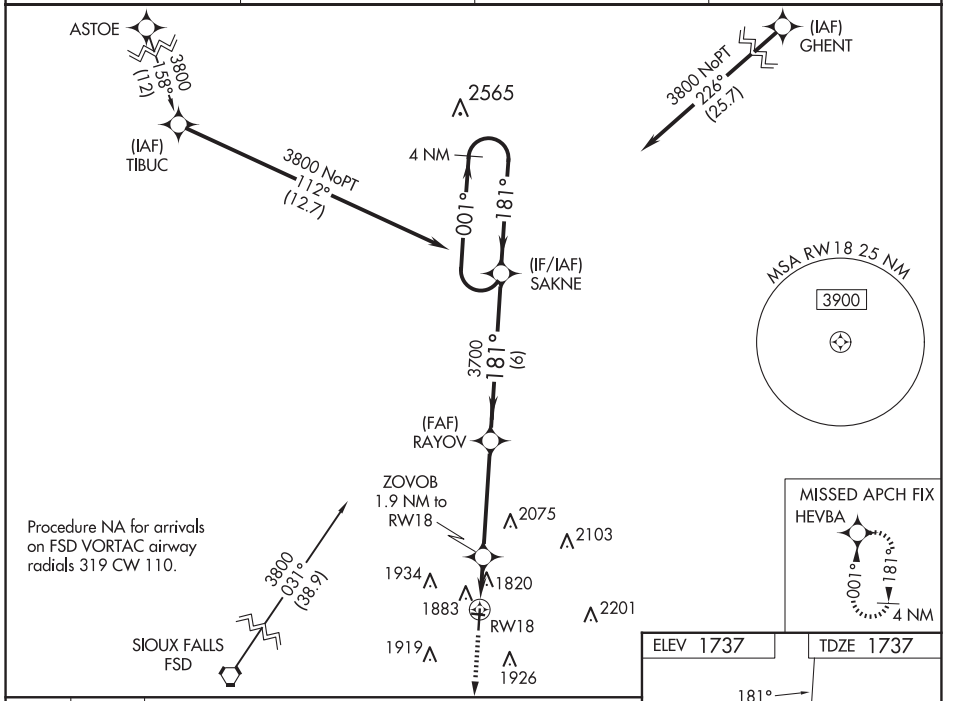
PIPESTONE MUNI (PQN)

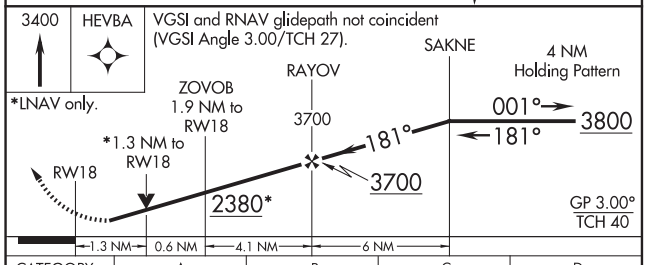
WAAS	APP CRS	Rwy Idg	4306
CH 40431	181°	TDZE	1737
W18A		Apt Elev	1737

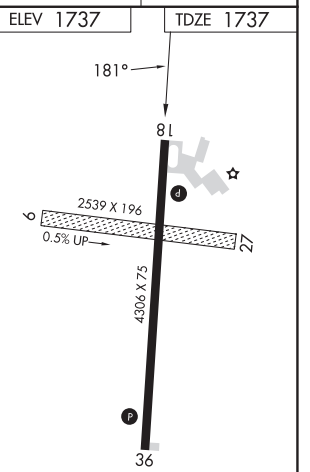
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Slayton altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and Circling Cat C visibility ¼ mile; increase LNAV Cat C visibility ⅛ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA with Slayton altimeter setting. Circling NA to Rwys 9 and 27.

MISSED APPROACH: Climb to 3400 direct HEVBA and hold.

AWOS-3PT	MINNEAPOLIS CENTER	GCO	UNICOM
118.375	132.05 317.4	121.725	122.8 (CTAF) L







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)		2180-1⅜ 443 (500-1⅜)	NA
CIRCLING	2200-1 463 (500-1)	2280-1 543 (600-1)	2280-1½ 543 (600-1½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

PIPESTONE, MINNESOTA AL-5688 (FAA) 24081

WAAS	APP CRS	Rwy Idg	4306
CH 69332	001°	TDZE	1734
W36A		Apt Elev	1737

RNAV (GPS) RWY 36

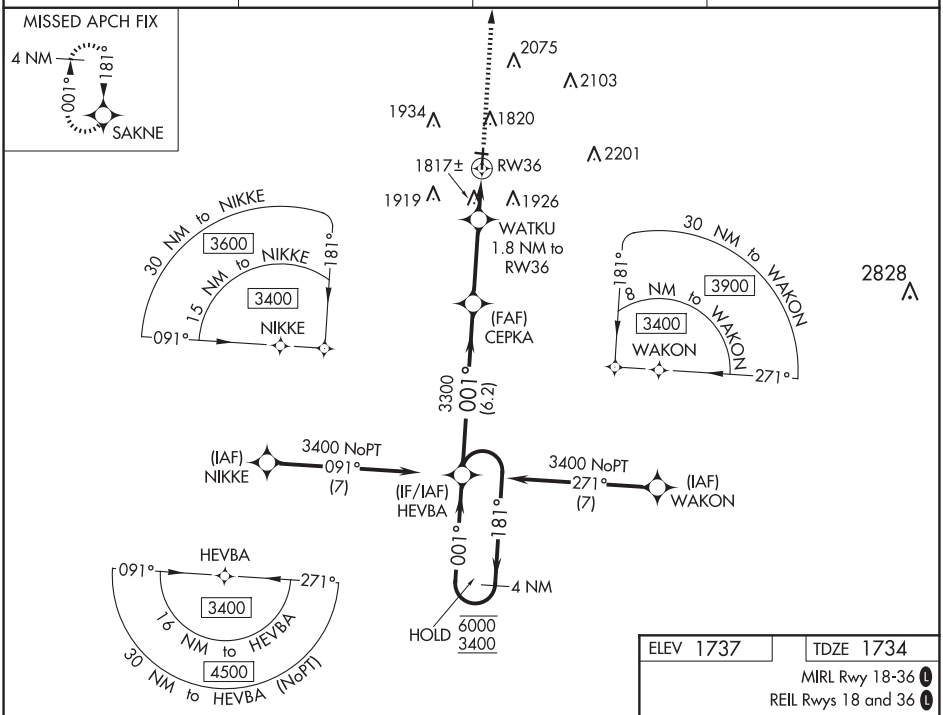
PIPESTONE MUNI (PQN)

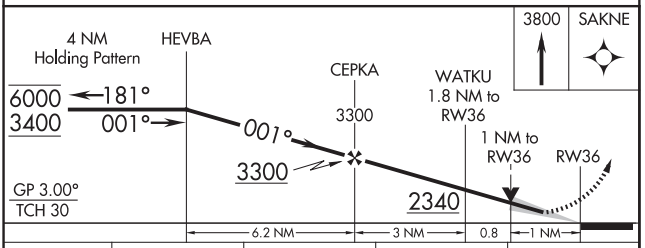
RNP APCH-GPS.

T A Circling NA to Rwys 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	MINNEAPOLIS CENTER	GCO	UNICOM
118.375	132.05 317.4	121.725	122.8 (CTAF) L



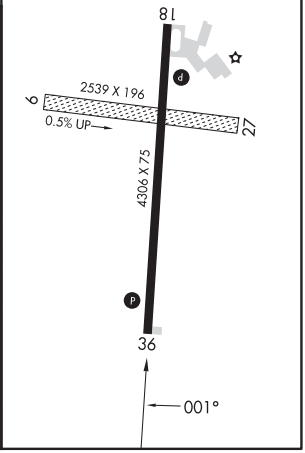


CATEGORY	A	B	C	D
LPV DA	1934-1 200 (200-1)			NA
LNAV/VNAV DA	1984-1 250 (300-1)			NA
LNAV MDA	2080-1 346 (400-1)			NA
C CIRCLING	2200-1 463 (500-1)	2280-1 543 (600-1)	2280-1½ 543 (600-1½)	NA

ELEV 1737 TDZE 1734

MIRL Rwy 18-36 L

REIL Rwys 18 and 36 L



PIPESTONE, MINNESOTA

Amdt 2 27JAN22

43°59'N-96°18'W

PIPESTONE MUNI (PQN)

RNAV (GPS) RWY 36

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 11

FILLMORE COUNTY (FKA)

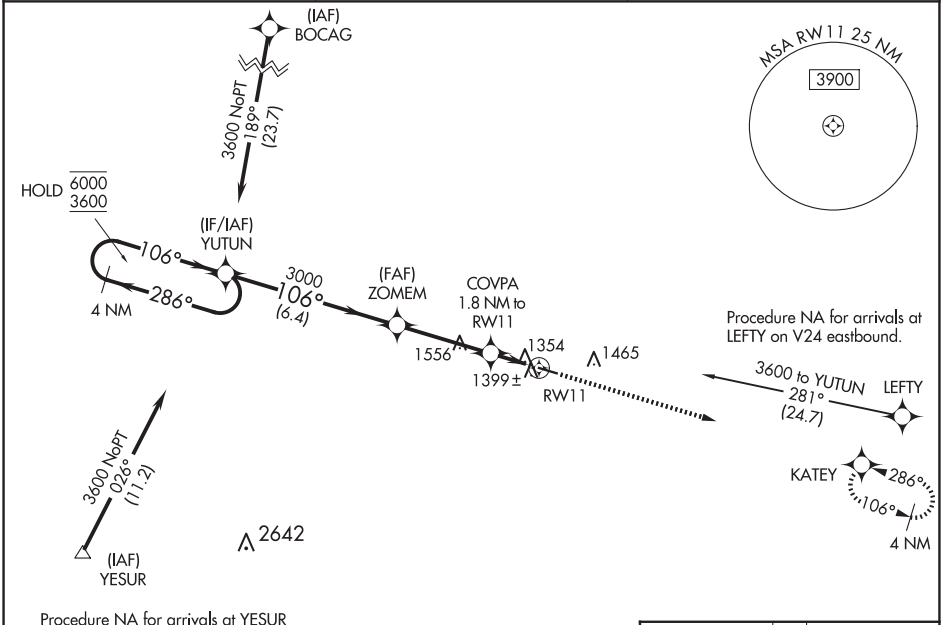
WAAS	APP CRS	Rwy Idg	4001
CH 65829	106°	TDZE	1277
W11A		Apt Elev	1277

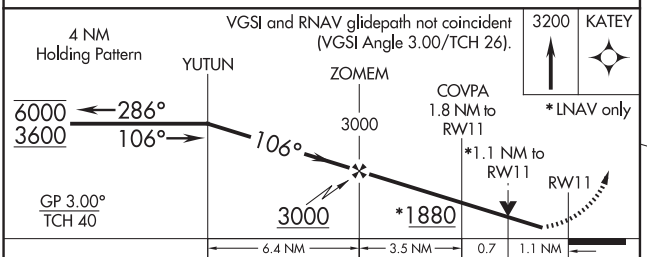
RNP APCH.

Rwy 11 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

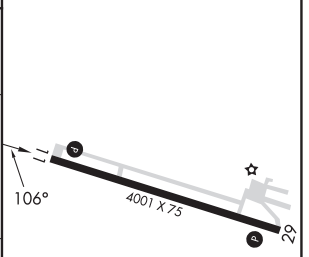
MISSED APPROACH: Climb to 3200 direct KATEY and hold.

AWOS-3PT	ROCHESTER APP CON ★	CTAF
118.55	119.8 251.125	122.9 L





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 383 (400-1⅛)	NA
C CIRCLING	1700-1 423 (500-1)	1900-1 623 (700-1)	1900-1¾ 623 (700-1¾)	NA



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

PRESTON, MINNESOTA | AL-9286 (FAA) | 23110

RNAV (GPS) RWY 29

FILLMORE COUNTY (FKA)

WAAS	APP CRS	Rwy Idg	4001
CH 70529	286°	TDZE	1277
W29A		Apt Elev	1277

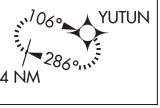
RNP APCH-GPS.

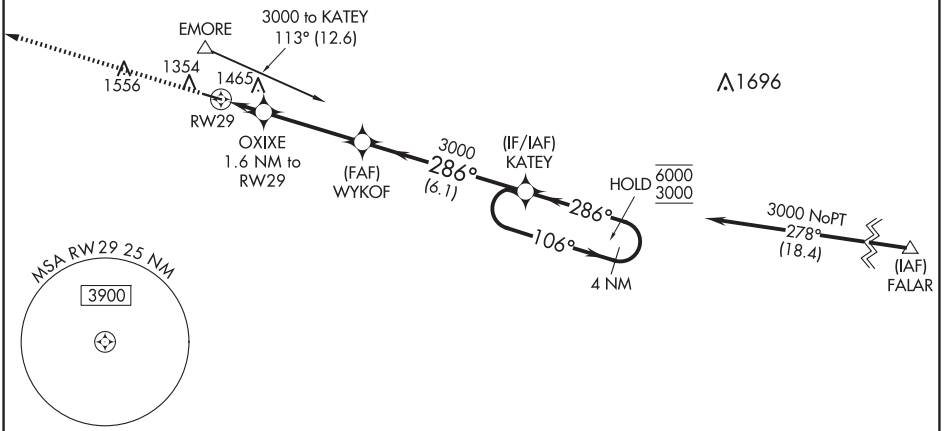
Rwy 29 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct YUTUN and hold.

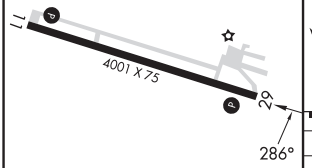
AWOS-3PT	ROCHESTER APP CON ★	CTAF
118.55	119.8 251.125	122.9 L

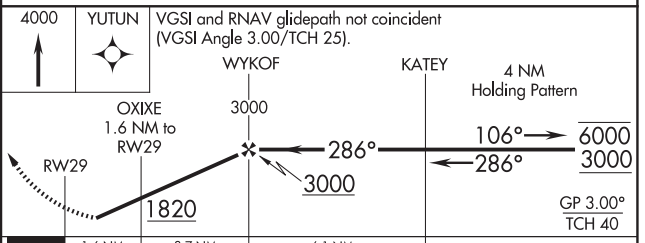
MISSED APCH FIX





ELEV 1277	TDZE 1277





CATEGORY	A	B	C	D
LPV DA	1527-1 250 (300-1)			NA
LNAV/VNAV DA	1550-1 273 (300-1)			NA
LNAV MDA	1780-1 503 (600-1)		1780-1⅜ 503 (600-1⅜)	NA
C CIRCLING	1780-1 503 (600-1)	1900-1 623 (700-1)	1900-1¾ 623 (700-1¾)	NA

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3900
159°	TDZE	980
	Apt Elev	980

RNAV (GPS) RWY 16

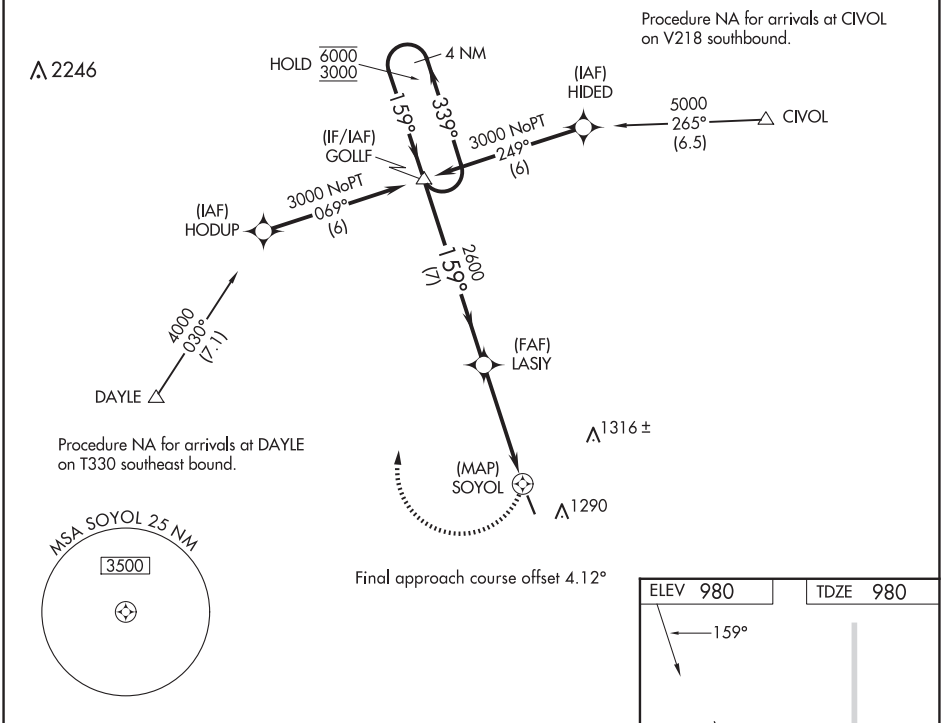
PRINCETON MUNI (PNM)

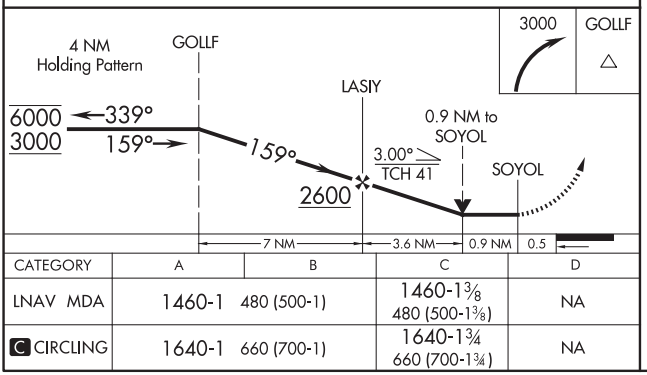
RNP APCH.

T A Rwy 16 helicopter visibility reduction below ¾ SM NA.

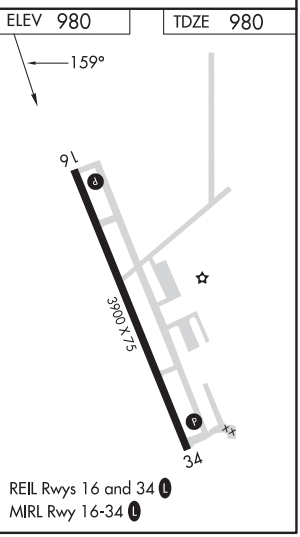
MISSED APPROACH: Climbing right turn to 3000 direct GOLLF and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.025	121.05 235.775	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1460-1	480 (500-1)	1460-1⅜ 480 (500-1⅜)	NA
C CIRCLING	1640-1	660 (700-1)	1640-1¾ 660 (700-1¾)	NA



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

PRINCETON, MINNESOTA | AL-9091 (FAA) | 22251

APP CRS	Rwy Idg	3900
335°	TDZE	980
	Apt Elev	980

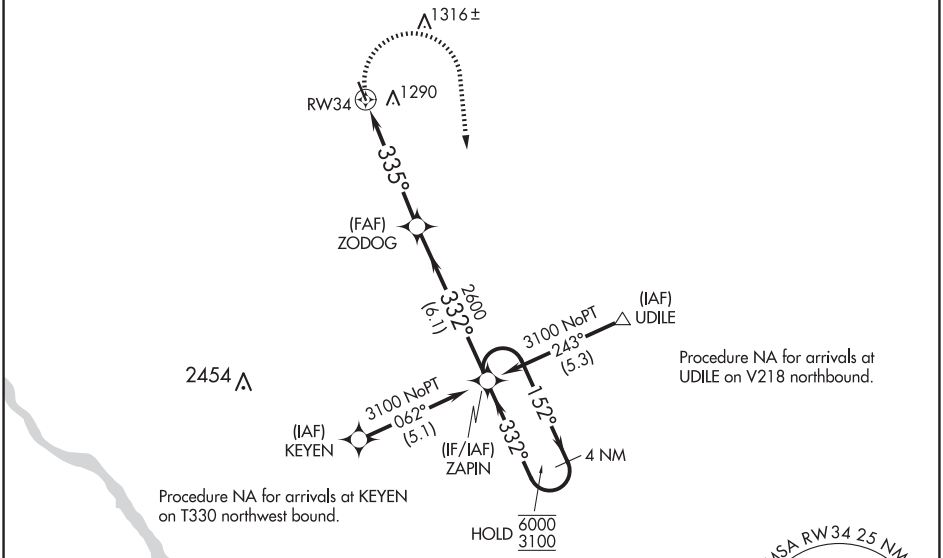
RNAV (GPS) RWY 34
PRINCETON MUNI (PNM)

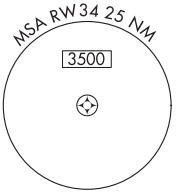
RNP APCH.

Rwy 34 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 3100 direct ZAPIN and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.025	121.05 235.775	123.0 (CTAF) L

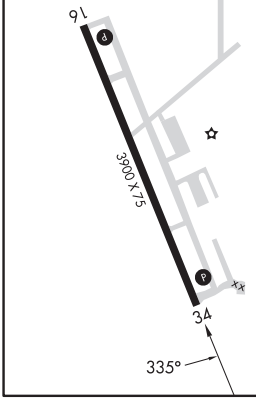


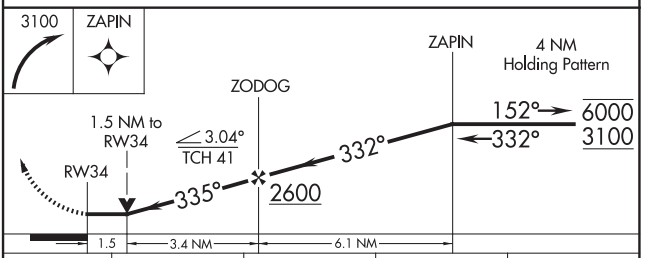


ELEV 980 | TDZE 980

REIL Rwys 16 and 34 L

MIRL Rwy 16-34 L





CATEGORY	A	B	C	D
LNAV MDA	1500-1	520 (600-1)	1500-1⅜ 520 (600-1⅜)	NA
C CIRCLING	1640-1	660 (700-1)	1640-1¾ 660 (700-1¾)	NA

PRINCETON, MINNESOTA
Orig-D 31DEC20

45°34'N-93°36'W

PRINCETON MUNI (PNM)
RNAV (GPS) RWY 34

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 32

RAPID CITY RGNL (RAP)

LOC/DME I-RAP	APP CRS	Rwy Idg	8701
109.3	324°	TDZE	3160
Chan 30		Apt Elev	3204

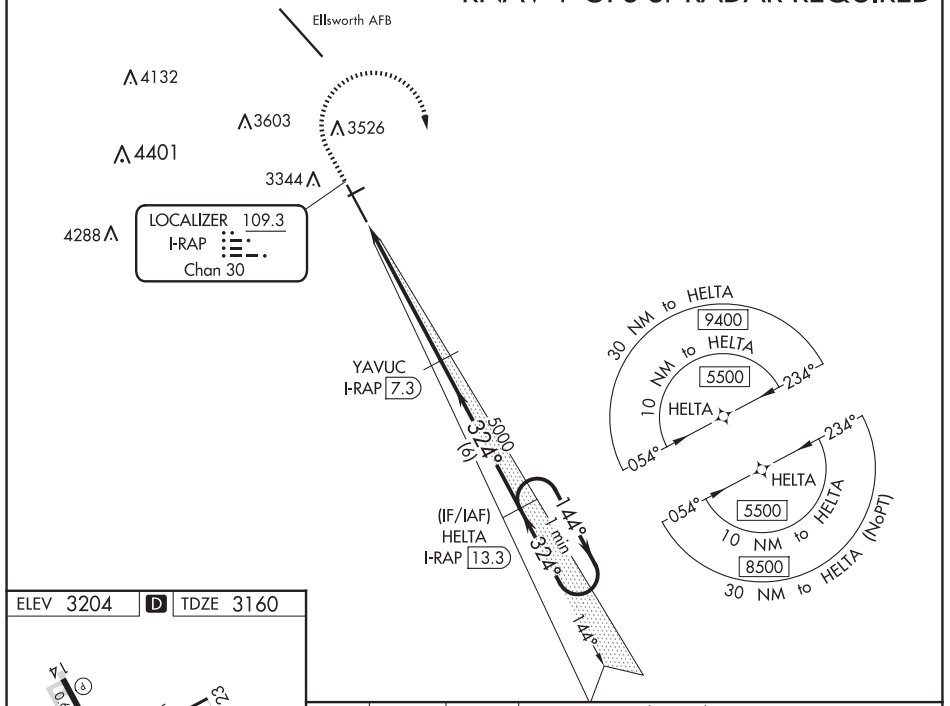
T A DME and RNAV 1-GPS required. ILS glideslope unusable for coupled approaches below 3360. For inop ALS, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 1⅜ SM. # RVR 1800 authorized with use of FD or AP or HUD to DA.

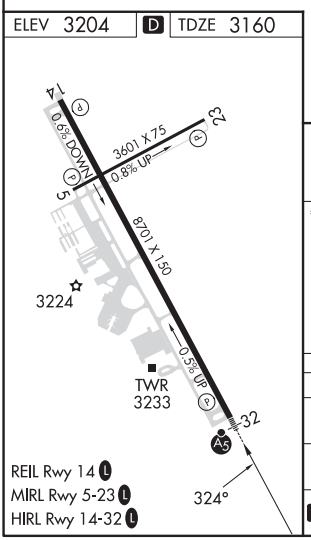
MALSR

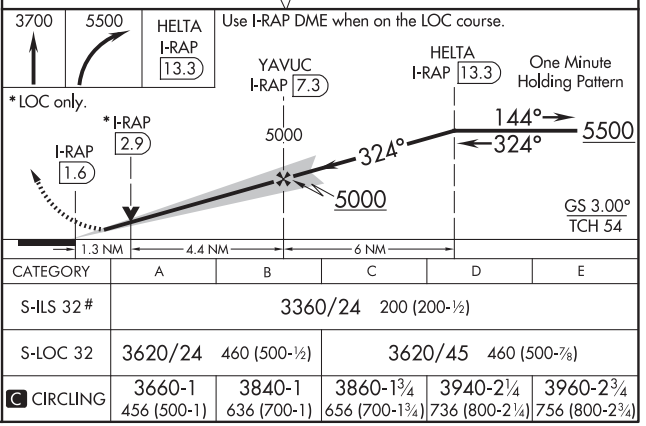
MISSED APPROACH: Climb to 3700 then climbing right turn to 5500 direct HELTA and hold.

ASOS	ELLSWORTH APP CON ★	RAPID CITY TOWER ★	GND CON	UNICOM
118.525	119.5 259.1	125.85 (CTAF) L 257.8	121.9	122.95

RNAV 1-GPS or RADAR REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 32#	3360/24 200 (200-½)				
S-LOC 32	3620/24 460 (500-½)		3620/45 460 (500-⅞)		
C CIRCLING	3660-1 456 (500-1)	3840-1 636 (700-1)	3860-1¾ 656 (700-1¾)	3940-2¼ 736 (800-2¼)	3960-2¾ 756 (800-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RAPID CITY, SOUTH DAKOTA AL-877 (FAA) 23166

WAAS	APP CRS	Rwy Idg	3601
CH 82633	054°	TDZE	3199
W05A		Apt Elev	3204

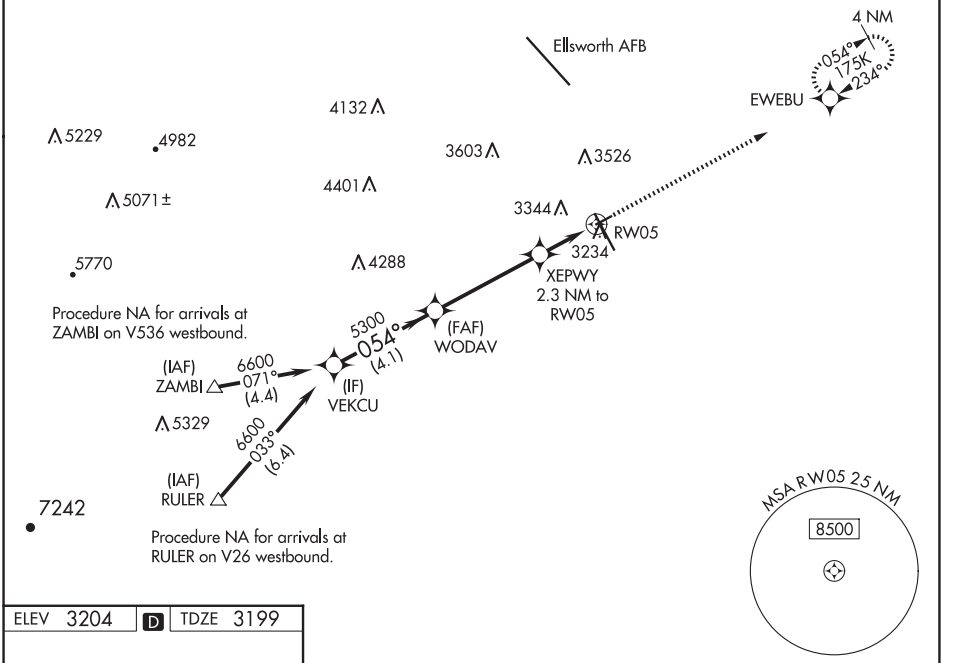
RNAV (GPS) RWY 5

RAPID CITY RGNL (RAP)

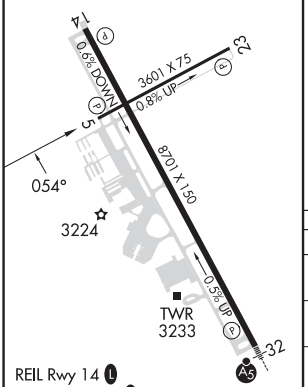
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ellsworth AFB altimeter setting and increase all DA 25 feet and all MDA 40 feet. VDP and Baro-VNAV NA with Ellsworth AFB altimeter setting.

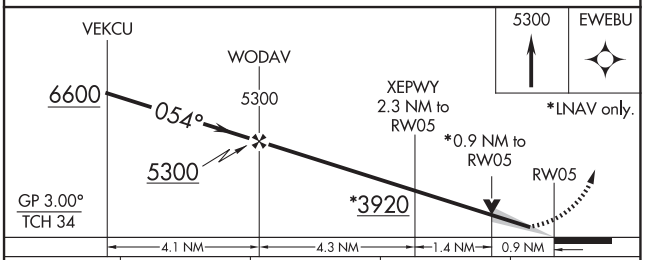
MISSED APPROACH: Climb to 5300 direct EWEBU and hold.

ASOS	ELLSWORTH APP CON ★	RAPID CITY TOWER ★	GND CON	UNICOM
118.525	119.5 259.1	125.85 (CTAF) L 257.8	121.9	122.95



ELEV 3204 D TDZE 3199





CATEGORY	A	B	C	D
LPV DA	3449-1 250 (300-1)		NA	
LNAV/VNAV DA	3449-1 250 (300-1)		NA	
LNAV MDA	3500-1 301 (300-1)		NA	
C CIRCLING	3660-1 456 (500-1)	3840-1 636 (700-1)	NA	

RAPID CITY, SOUTH DAKOTA

Orig-A 05FEB15

44°03'N-103°03'W

RAPID CITY RGNL (RAP)

RNAV (GPS) RWY 5

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 14

RAPID CITY RGNL (RAP)

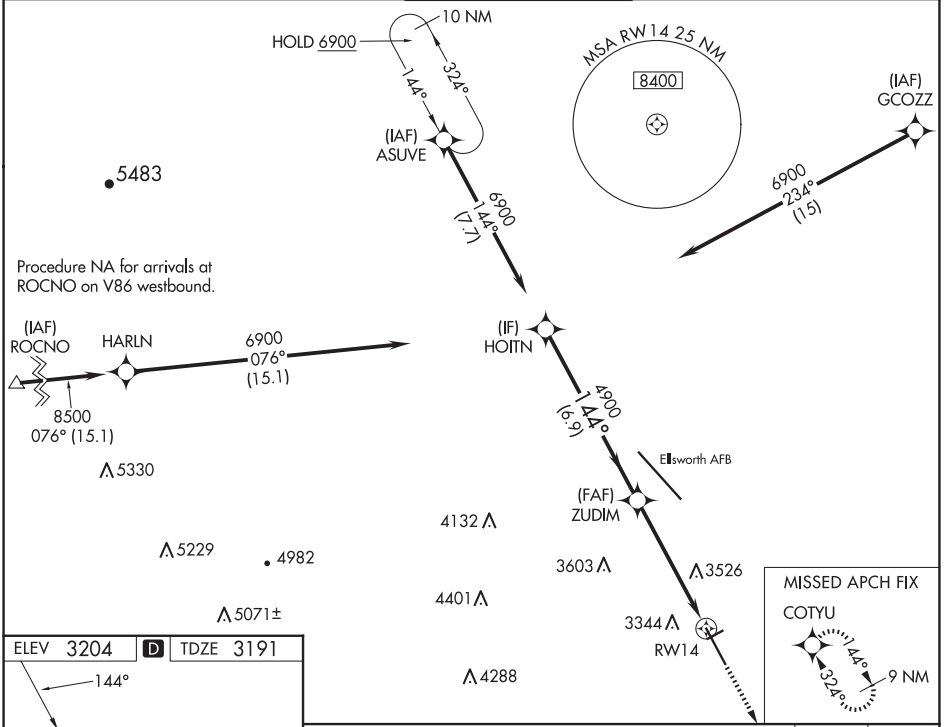
WAAS CH 60919 W14A	APP CRS 144°	Rwy Idg 8701 TDZE 3191 Apt Elev 3204

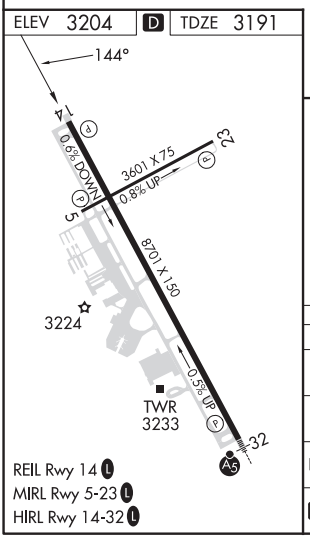
RNP APCH - GPS.

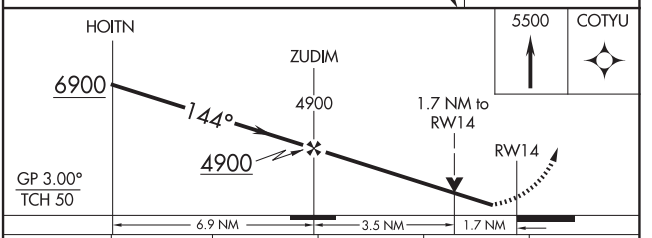
Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 52°C.

MISSED APPROACH: Climb to 5500 direct COTYU and hold.

ASOS	ELLSWORTH APP CON ★	RAPID CITY TOWER ★	GND CON	UNICOM
118.525	119.5 259.1	125.85 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D	E
LPV DA	3441-¾ 250 (300-¾)				
LNAV/VNAV DA	3858-1⅞ 667 (700-1⅞)				
LNAV MDA	3780-1 589 (600-1)		3780-1¾ 589 (600-1¾)		
C CIRCLING	3780-1 576 (600-1)	3840-1 636 (700-1)	3860-1¾ 656 (700-1¾)	3940-2¼ 736 (800-2¼)	3940-2½ 736 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 23

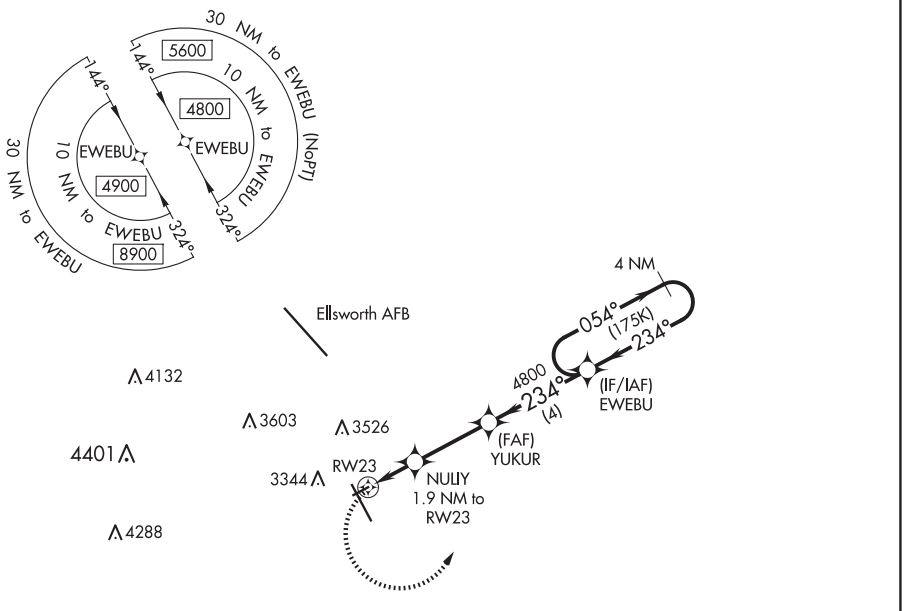
RAPID CITY RGNL (RAP)

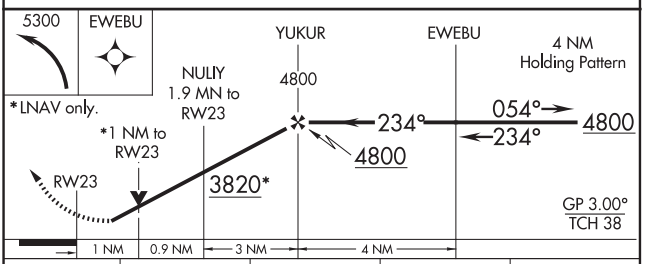
WAAS	APP CRS	Rwy Idg	3601
CH 40433	234°	TDZE	3204
W23A		Apt Elev	3204

T A 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.

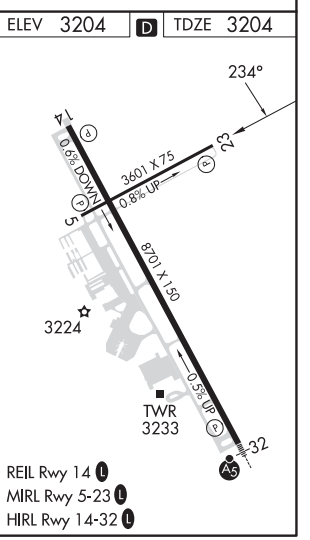
MISSED APPROACH: Climbing left turn to 5300 direct EWEBU and hold.

ASOS	ELLSWORTH APP CON ★	RAPID CITY TOWER ★	GND CON	UNICOM
118.525	119.5 259.1	125.85 (CTAF) L 257.8	121.9	122.95





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	
C CIRCLING	3660-1	456 (500-1)	3840-1	636 (700-1)



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

RAPID CITY RGNL (RAP)

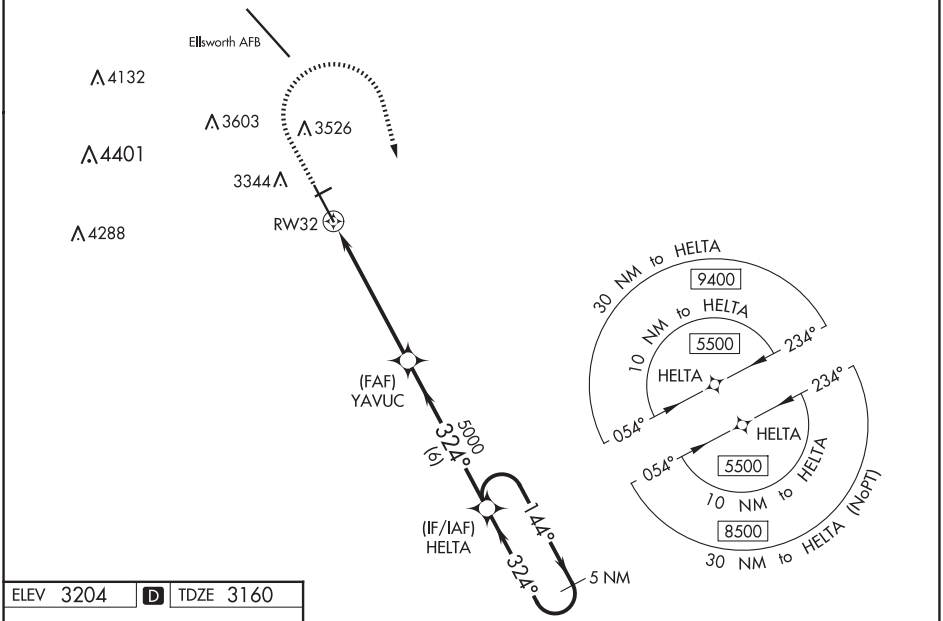
WAAS	APP CRS		
CH **93717**	**324°**	Rwy Idg	**8701**
W32A		TDZE	**3160**
		Apt Elev	**3204**

T A 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 1⅜ SM. # RVR 1800 authorized with use of FD or AP or HUD to DA.

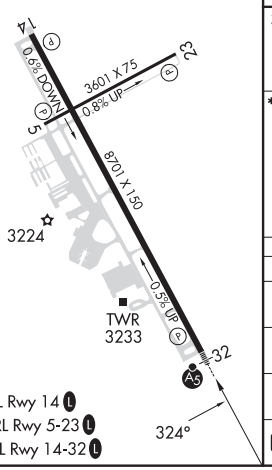
MALSR (A5)

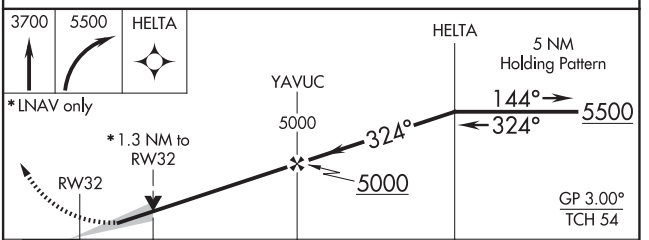
MISSED APPROACH: Climb to 3700 then climbing right turn to 5500 direct HELTA and hold.

ASOS	ELLSWORTH APP CON ★	RAPID CITY TOWER ★	GND CON	UNICOM
118.525	**119.5 259.1**	**125.85** (CTAF) (L) **257.8**	**121.9**	**122.95**



ELEV 3204 D TDZE 3160





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 (500-⅞)		
C CIRCLING	3660-1 456 (500-1)	3840-1 636 (700-1)	3860-1¾ 656 (700-1¾)	3940-2¼ 736 (800-2¼)	3960-2¾ 756 (800-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RAPID CITY, SOUTH DAKOTA | AL-877 (FAA) | 23166

VOR or TACAN RWY 14

RAPID CITY RGNL (RAP)

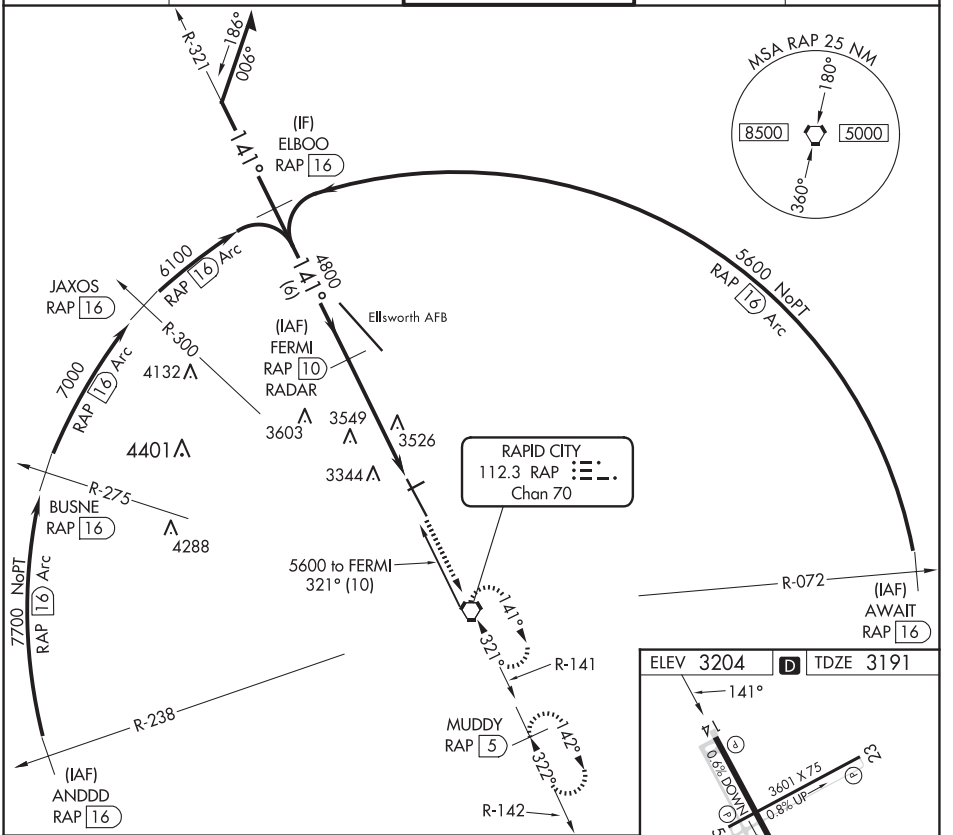
VORTAC RAP	APP CRS	Rwy Idg	8701
112.3	141°	TDZE	3191
Chan 70		Apt Elev	3204

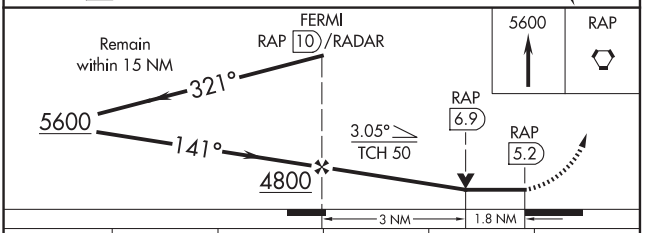
DME or RADAR required.

Rwy 14 helicopter visibility reduction below 3/4 SM NA.

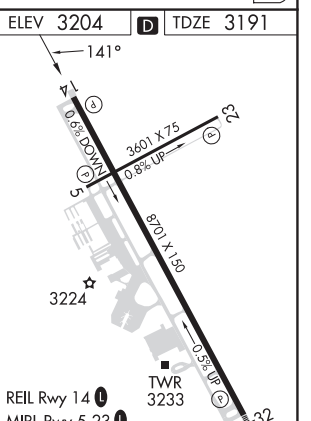
MISSED APPROACH: Climb to 5600 direct RAP VORTAC and hold, continue climb-in-hold to 5600. (TACAN aircraft continue on RAP R-142 to MUDDY 5 DME and hold SE, RT, 322° inbound.)

ASOS	ELLSWORTH APP CON ★	RAPID CITY TOWER ★	GND CON	UNICOM
118.525	119.5 259.1	125.85 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D	E
S-14	3800-1 609 (600-1)		3800-1¾ 609 (600-1¾)		3800-2 609 (600-2)
C CIRCLING	3800-1 596 (600-1)	3840-1 636 (700-1)	3860-1¾ 656 (700-1¾)	3940-2¼ 736 (800-2¼)	3960-2¾ 756 (800-2¾)



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, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VORTAC RAP	APP CRS	Rwy Idg	8701
112.3	322°	TDZE	3160
Chan 70		Apt Elev	3204

VOR or TACAN RWY 32

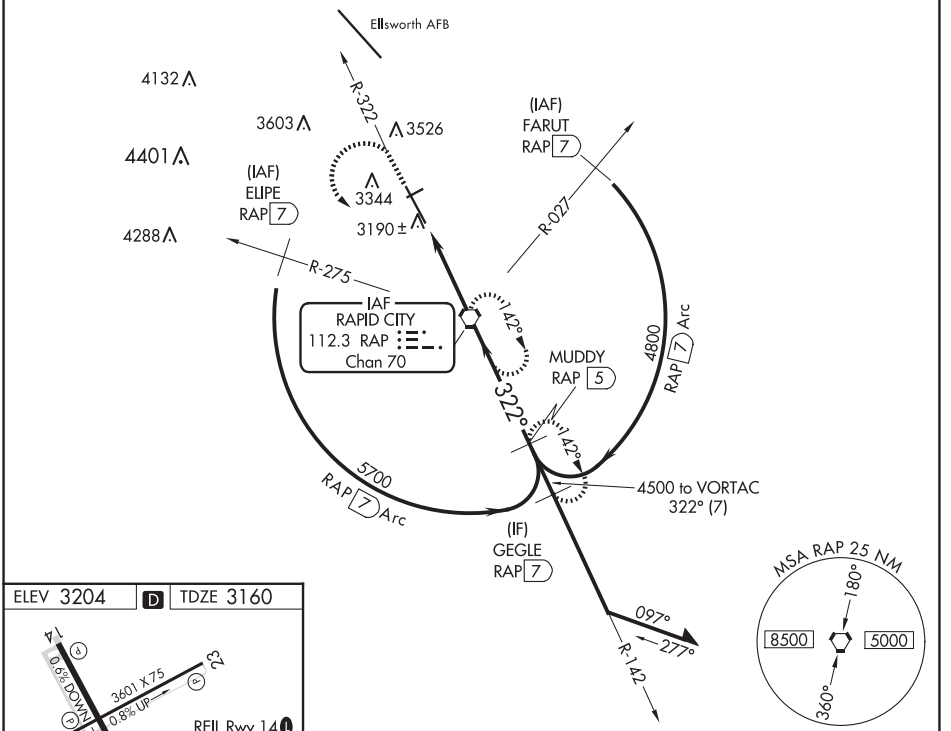
RAPID CITY RGNL (RAP)

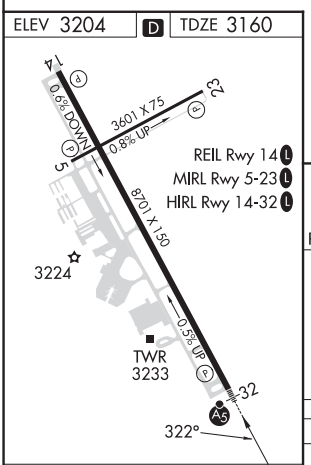
T A For inoperative ALS, increase S-32 all Cats visibility to 1 SM.

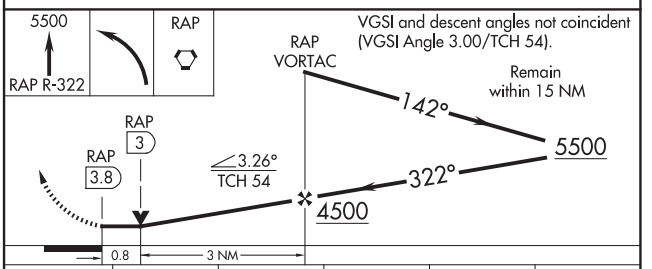
MALSR

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	ELLSWORTH APP CON ★	RAPID CITY TOWER ★	GND CON	UNICOM
118.525	119.5 259.1	125.85 (CTAF) L 257.8	121.9	122.95







FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D	E
S-32	3440/40 280 (300-¾)				
C CIRCLING	3660-1 456 (500-1)	3840-1 636 (700-1)	3860-1¾ 656 (700-1¾)	3940-2¼ 736 (700-2¼)	3960-2¾ 756 (800-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

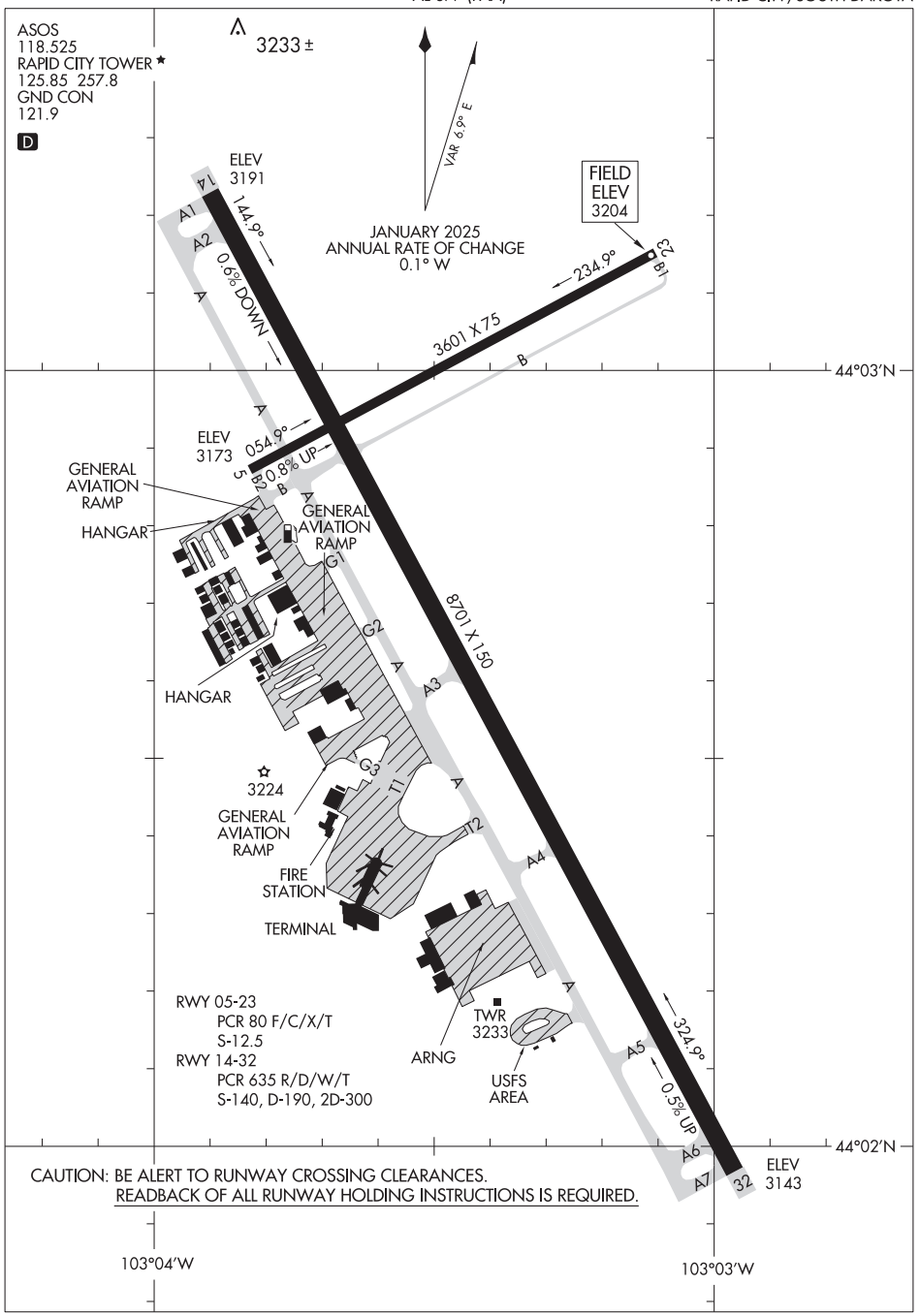
25107

AIRPORT DIAGRAM

RAPID CITY RGNL (RAP)

RAPID CITY, SOUTH DAKOTA

AL-877 (FAA)



NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107
RAPID CITY, SOUTH DAKOTA
RAPID CITY RGNL (RAP)

CAMP RIPLEY, MINNESOTA

ILS or LOC RWY 31

RAY S. MILLER AAF (KRYM)

LOC I-RYM	APCH CRS	Rwy Idg	6100
111.1	312°	TDZE	1146
Chan 48		Arpt Elev	1150

[USA]

ADF, DME required. RADAR required for entry at STC VOR/DME.

*When ALS inop, increase CAT CD vis to 1¼ miles.
**When ALS inop, increase CAT CD vis to 1⅜ miles.

MALSF

MISSED APPROACH: Climb to 2000, then climbing left turn to 3500 direct XCR NDB and hold. Continue climb in hold to 3500.

MINNEAPOLIS CENTER	MILLER TOWER *	CLNC DEL
118.05 239.0	126.2 (L) 254.4	126.2

When local altimeter setting not received, use Little Falls altimeter setting.

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 ¾ mile not authorized.

Procedure NA when R-4301 is active.

R-4301

ALEXANDRIA
112.8 AXN
Chan 75

RIPLEY
404 XCR

1673
1419
1339
1349
1183
1293
3300
1582
1419

R-044°
044°
224°
HOLD 6000 3500
072° (37.9)
3500 to XCR
132° 230K
ZAKPI
I-RYM 3.7
(IAF)
PEGGO
I-RYM 7.5
132° to PEGGO (5.8)

LOCALIZER 111.1
I-RYM
Chan 48

087°
267°
312°
(IF)
TODEE
I-RYM 15.8
1562
3300
URHIL
SEE INSET
NoPT

MSA XCR 25 NM
3300

ALTERNATE MISSED APCH
URHIL
132°
312°

2000 | 3500 | XCR

VDP NA with Little Falls altimeter setting.

PEGGO
I-RYM 7.5
3300
132°
3300
ZAKPI
I-RYM 3.7
312°
I-RYM 2.4
I-RYM 1.2
1980
3200
GS 3.00°
TCH 40
2.5 NM
3.8 NM

Remain within 10 NM

132°
3300
NoPT
352°
(21.8)
2249

SAINT CLOUD
112.1 STC
Chan 58

ELEV 1150 | TDZE 1146

880 x 50
TWR
6100 x 100
4000 x 90
Assault Strip
132°
312°
1299
312°

HIRL Rwy 13-31 (L)

CATEGORY	A	B	C	D
S-ILS 31	1396-1 250 (300-1)			
S-LOC 31*	1580-1 434 (500-1)			
C 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 MINIMUMS				
S-ILS 31	1420-1 274 (300-1)			
S-LOC 31**	1620-1 474 (500-1)		1620-1⅛ 474 (500-1⅛)	
C CIRCLING	1680-1 530 (600-1)	1700-1 550 (600-1)	1760-1¾ 610 (700-1¾)	2120-3 970 (1000-3)

CAMP RIPLEY, MINNESOTA
Amdt 7 05OCT23

46°05'N-94°22'W

RAY S. MILLER AAF (KRYM)

ILS or LOC RWY 31

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

CAMP RIPLEY, MINNESOTA

RNAV (GPS) RWY 13

APCH CRS	Rwy ldg	6100
132°	TDZE	1150
	Arpt Elev	1150

[USA]

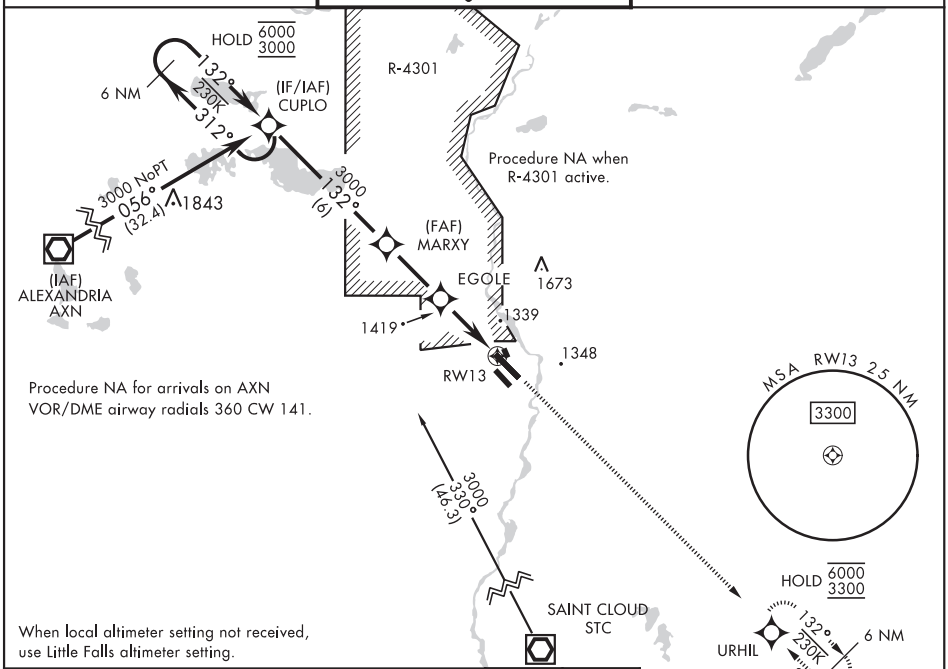
RAY S. MILLER AAF (KRYM)

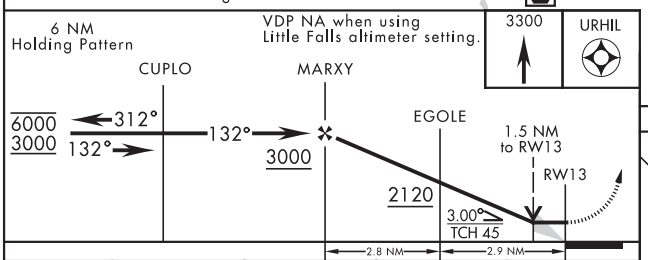
RNP APCH-GPS

RADAR required for procedure entry at STC VOR/DME.

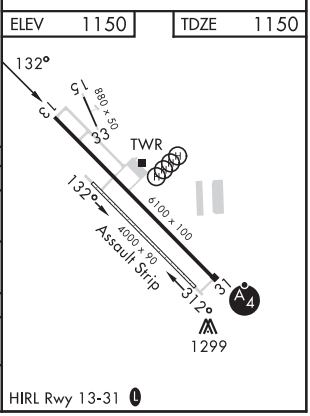
MISSED APPROACH: Climb to 3300 direct URHIL and hold.

MINNEAPOLIS CENTER	MILLER TOWER ★	CLNC DEL
118.05 239.0	126.2 L 254.4	126.2





CATEGORY	A	B	C	D
LNAV MDA	1680-1 530 (600-1)		1680-1½ 530 (600-1½)	
C CIRCLING	1680-1 530 (600-1)		1720-1½ 570 (600-1½)	2080-3 930 (1000-3)
LITTLE FALLS ALTIMETER SETTING				
LNAV MDA	1720-1 570 (600-1)		1720-1⅝ 570 (600-1⅝)	
C CIRCLING	1720-1 570 (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 3 05OCT23

RNAV (GPS) RWY 13

NC-1, 07 AUG 2025 to 02 OCT 2025

CAMP RIPLEY, MINNESOTA

RNAV (GPS) RWY 31

APCH CRS	Rwy ldg	6100
312°	THRE	1146
	Arpt Elev	1150

[USA]

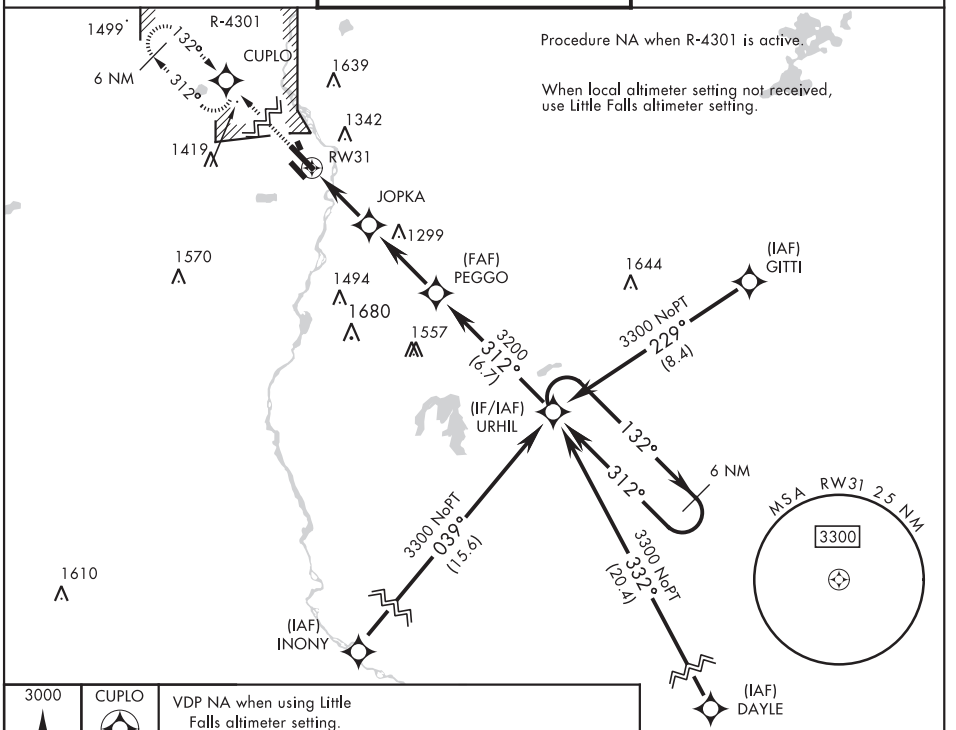
RAY S. MILLER AAF (KRYM)

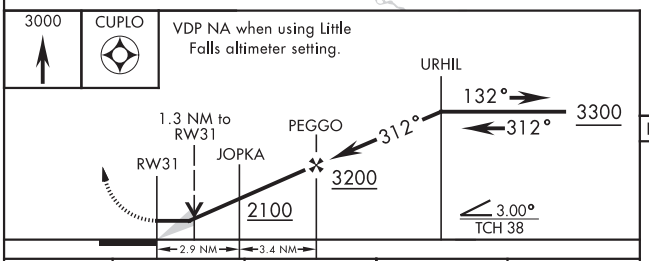
* When ALS inop, increase CAT D vis to 1¼ miles.
NA DME/DME RNP-0.3 NA.

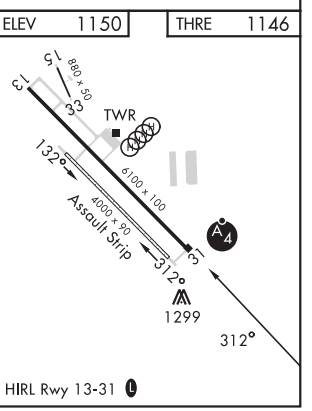
MALSF

MISSED APPROACH: Climb to 3000 direct CUPLO and hold.

MINNEAPOLIS CENTER	MILLER TOWER ★	CLNC DEL
118.05 239.0	126.2 (L) 254.4	126.2







CATEGORY	A	B	C	D
LNAV MDA *	1580- ¾ 434 (500- ¾)		1580-1 434 (500-1)	
C 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				
LNAV MDA *	1620- ¾ 474 (500- ¾)		1620-1⅛ 474 (500-1⅛)	
C CIRCLING	1680-1 530 (600-1)		1760-1¾ 610 (700-1¾)	2120-3 970 (1000-3)

CAMP RIPLEY, MINNESOTA
Amdt 2A 19JUL18

46° 05′N-94° 22′W

RAY S. MILLER AAF (KRYM)

RNAV (GPS) RWY 31

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

CAMP RIPLEY, MINNESOTA

NDB RWY 31

RAY S. MILLER AAF (KRYM)

NDB XCR 404	APCH CRS 301°	Rwy Idg 6100 THRE 1146 Arpt Elev 1150	[USA]

T NA

*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.

MALSF

MISSED APPROACH: Climbing right turn to 3000 in XCR NDB holding pattern.

MINNEAPOLIS CENTER	TOWER ★	CLNC DEL
118.05 239.0	126.2 L 254.4	126.2

Rwy 31 helicopter visibility reduction below ¾ mile NA.

Procedure NA when R-4301 is active.

R-4301
1542

When local altimeter setting not received, use Little Falls altimeter setting.

1650

Procedure not authorized via V510 and V2 northwest bound without holding at AXN. ATC clearance required.

1359
1339

HOLD 6000 3500 044° 200K 224° R-044

3500 072° (37.9)

121° 230K

301° 076° 256° 121°

1409

IAF RIPLEY 404 XCR

3500 337° (34)

1692

ALEXANDRIA 115.95 AXN Chan 106Y

SAINT CLOUD 112.1 STC Chan 58

MSA XCR 25 NM 3300

3000 XCR

NDB 2900 121° 301° 2900

Remain within 10 NM

ELEV 1150 THRE 1146

TWR

132° 312°

6100 × 100

4000 × 90 Asphalt Strip

1299

301°

HIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-31*	1860-1 714 (800-1)		1860-1¾ 714 (800-1¾)	
C 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)	
C CIRCLING	1900-1 750 (800-1)	1900-1¼ 750 (800-1¼)	1900-2¼ 750 (800-2¼)	2120-3 970 (1000-3)

CAMP RIPLEY, MINNESOTA 46°05'N-94°22'W RAY S. MILLER AAF (KRYM)

Amdt 4 05OCT23

NDB RWY 31

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 9

RED WING RGNL (RGK)

LOC I-RGK	APP CRS	Rwy Idg	5010
110.1	091°	TDZE	778
		Apt Elev	778

NA

ADF Required. When local altimeter setting not received, use South St. Paul altimeter setting; increase S-ILS 9 DA to 1050 feet; increase all MDA 80 feet and visibility S-LOC 9 Cat C/D ⅛ SM and Circling Cat B/C¼ SM. For inop MALSR, increase S-LOC 9 Cat C/D visibility ¼ mile. For inop MALSR when using South St. Paul altimeter setting, increase S-ILS 9 all Cats visibility ⅜ mile, and S-LOC 9 Cat C/D visibility ¾ mile.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct REGUE LOM and hold.

AWOS-3	MINNEAPOLIS APP CON	UNICOM
119.25	121.2 335.65	123.05 (CTAF) L

ALTERNATE MISSED APCH FIX

FARMINGTON 115.7 FGT Chan 104

265° R-085 085°

GOPHER 117.3 GEP Chan 120

3500 130° (45.2)

ADF REQUIRED

1352

LOCALIZER 110.1 I-RGK

1288 1143 1415

3000 089° (23)

271° (JWLFD) 091° 1 min 271° 091°

1470 1061 1061 1094

FARMINGTON 115.7 FGT Chan 104

LOM/IAF REGUE 274 RG

1397 1490 1334

MSA RG 25 NM 2800

1680

ELEV 778 TDZE 778

2000 3000 RG

One Minute Holding Pattern

REGUE RG LOM

2964

3000 271° 091° 3000

GS 3.00° TCH 50

6.6 NM

091° 6.6 NM from FAF

5010 X 100

HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-ILS 9	978-½ 200 (200-½)			
S-LOC 9	1520-½ 742 (800-½)	1520-¾ 742 (800-¾)	1520-1¾ 742 (800-1¾)	
CIRCLING	1520-1 742 (800-1)		1640-2½ 862 (900-2½)	1780-3 1002 (1100-3)

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RED WING, MINNESOTA

AL-6662 (FAA)

21252

RNAV (GPS) RWY 9

RED WING RGNL (RGK)

WAAS	APP CRS		
CH **56526**	**091°**	Rwy Idg	**5010**
W09A		TDZE	**778**
		Apt Elev	**778**

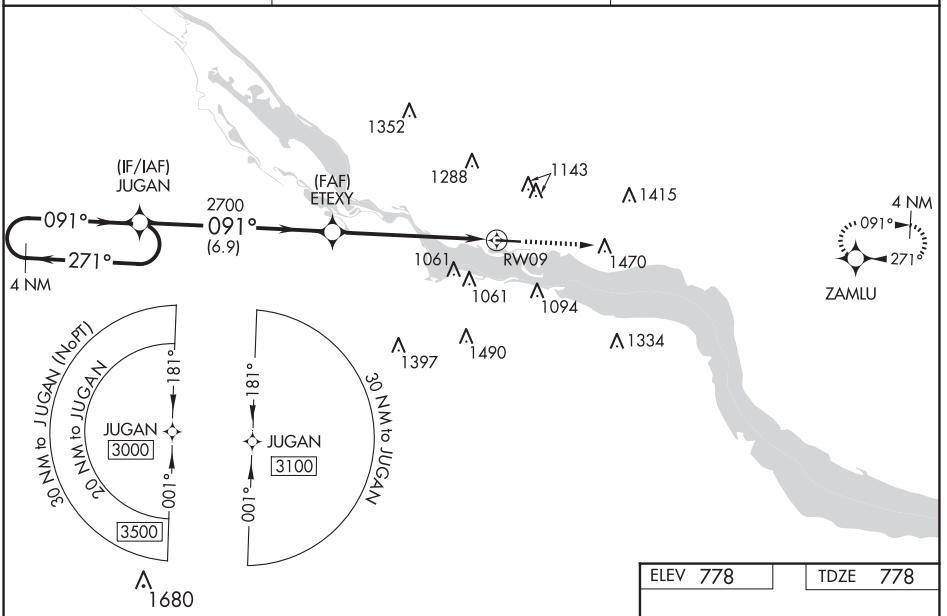
T
A

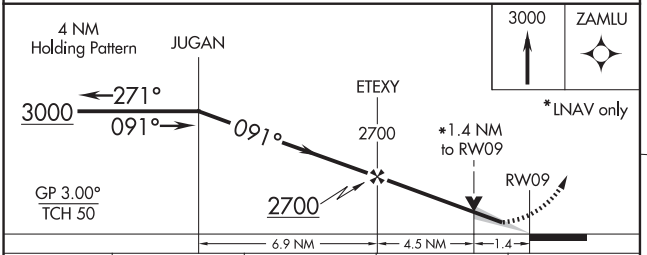
Baro-VNAV NA when using South St. Paul altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. VDP NA with South St. Paul altimeter setting. When local altimeter setting not received, use South St. Paul altimeter setting; increase LPV DA to 1050 feet, LNAV/VNAV DA to 1232 feet, and visibility LNAV/VNAV ⅜ SM all Cats; increase all MDA 80 feet and visibility LNAV Cat B/C/D and Circling Cat B/C ¼ SM. For inop MALSR, increase LNAV Cat C/D visibility ⅜ mile. For inop MALSR when using South St. Paul altimeter setting, increase LPV visibility ⅜ mile all Cats, LNAV/VNAV all Cats and LNAV Cat C/D visibility ¾ mile.

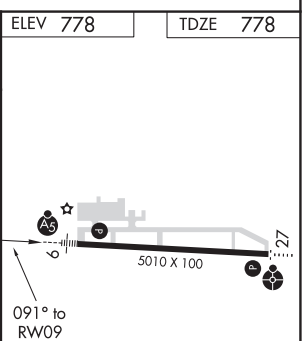
MALSR

MISSED APPROACH: Climb to 3000 direct ZAMLU and hold.

AWOS-3	MINNEAPOLIS APP CON	UNICOM
119.25	**121.2 335.65**	**123.05** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	978-½ 200 (200-½)			
LNAV/VNAV DA	1160-¾ 382 (400-¾)			
LNAV MDA	1260-½ 482 (500-½)		1260-1 482 (500-1)	
CIRCLING	1480-1 702 (800-1)	1520-1 742 (800-1)	1640-2½ 862 (900-2½)	1780-3 1002 (1100-3)

HIRL Rwy 9-27 L

RED WING, MINNESOTA

Amdt 1B 09SEP21

44°35'N-92°29'W

RED WING RGNL (RGK)

RNAV (GPS) RWY 9

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 27

RED WING RGNL (RGK)

WAAS CH 99547 W27A	APP CRS 271°	Rwy Ldg 5010 TDZE 777 Apt Elev 778

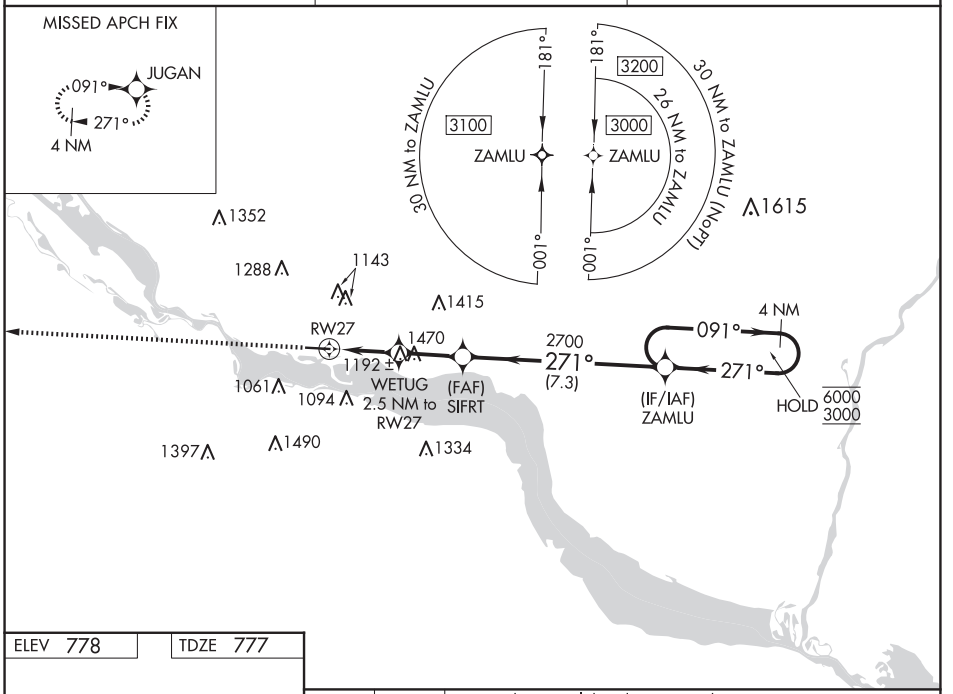
RNP APCH - GPS.

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.

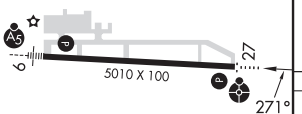
ODALS

MISSED APPROACH: Climb to 3000 direct JUGAN and hold.

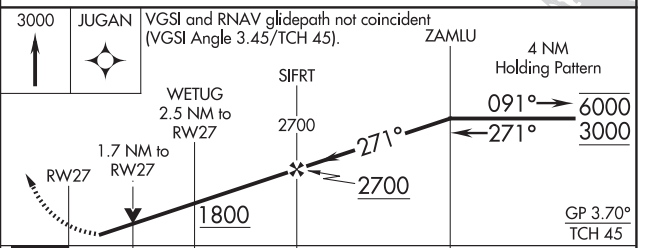
AWOS-3	MINNEAPOLIS APP CON	UNICOM
119.25	121.2 335.65	123.05 (CTAF) L



ELEV 778 TDZE 777



HIRL Rwy 9-27 L



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
C CIRCLING	1480-1 702 (800-1)	1520-1 742 (800-1)	1640-2½ 862 (900-2½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

REDFIELD, SOUTH DAKOTA | AL-11624 (FAA) | 25219

WAAS	APP CRS	Rwy Ldg	3500
CH 90347	166°	TDZE	1309
W17A		Apt Elev	1309

RNAV (GPS) RWY 17

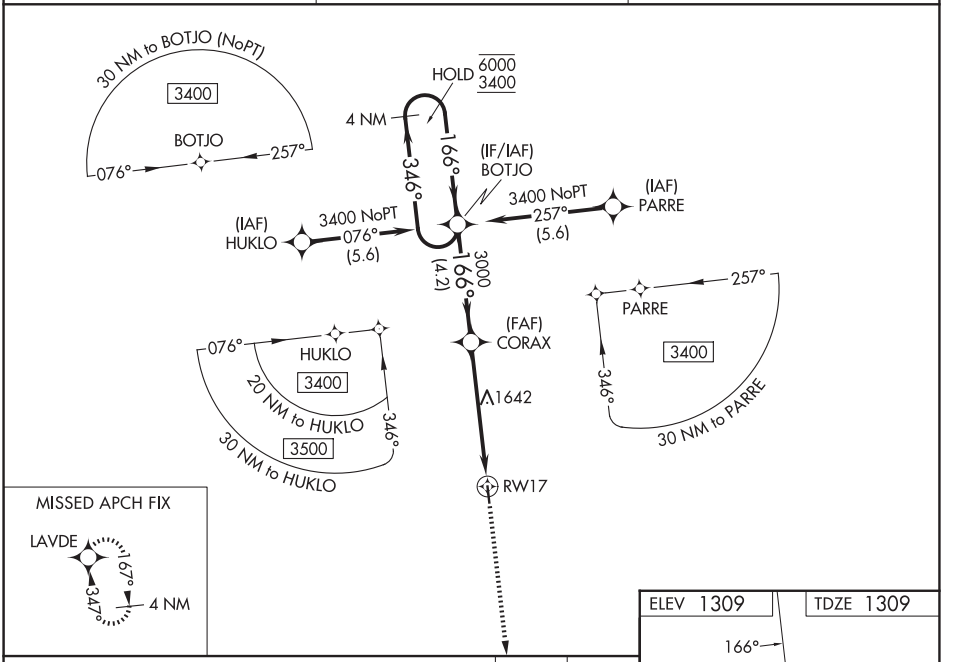
REDFIELD MUNI (1D8)

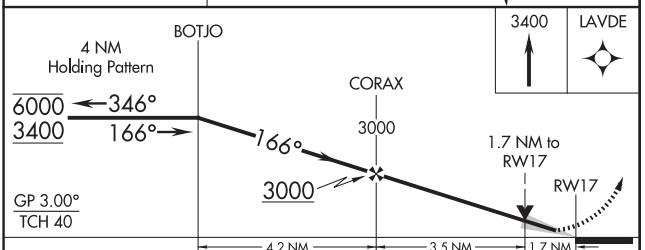
RNP APCH - GPS.

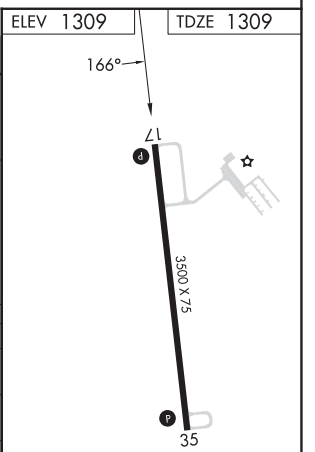
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using ABR altimeter setting. When local altimeter not received, use ABR altimeter setting and increase LPV DA to 1643 feet; increase LNAV/VNAV DA to 1738 feet and all visibilites ¼ SM. Increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3400 direct LAVDE and hold.

AWOS-3P	MINNEAPOLIS CENTER	UNICOM
118.525	126.25 339.8	122.8 (CTAF) L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
LPV DA	1559-1	250 (300-1)	NA	
LNAV/VNAV DA	1654-1	345 (400-1)	NA	
LNAV MDA	1900-1	591 (600-1)	NA	
CIRCLING	1900-1	591 (600-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	3500
CH 50347	347°	TDZE	1308
W35A		Apt Elev	1309

RNAV (GPS) RWY 35

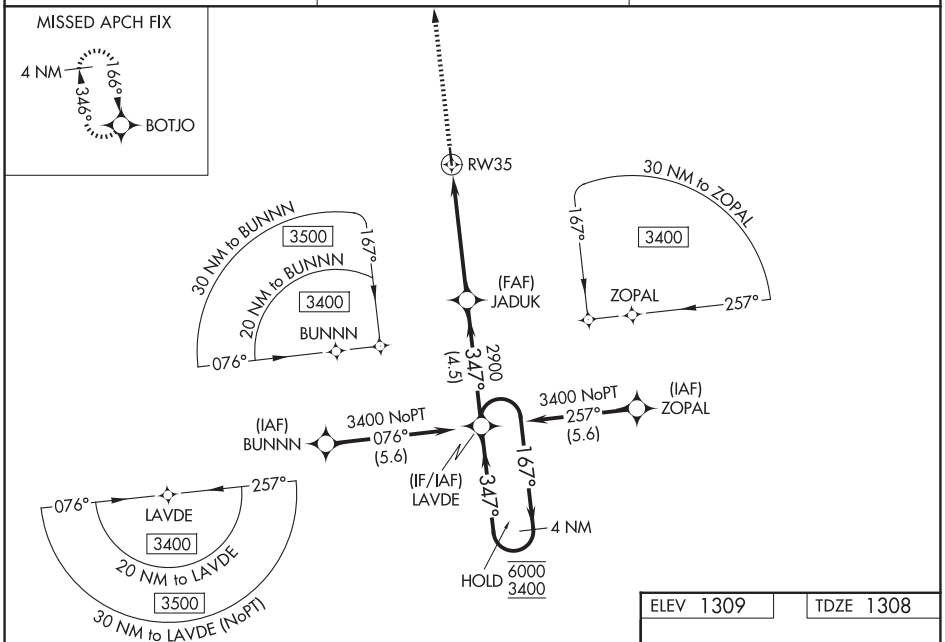
REDFIELD MUNI (1D8)

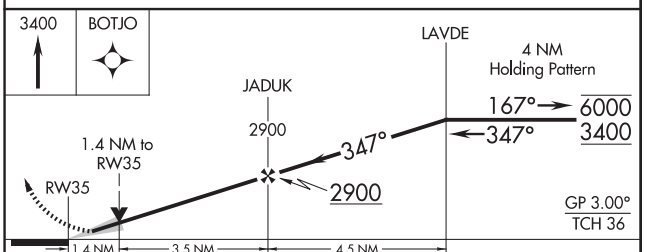
RNP APCH - GPS.

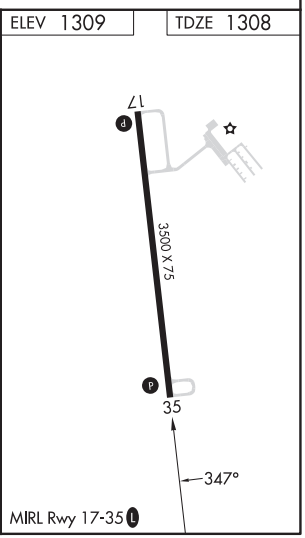
T A Baro-VNAV and VDP NA when using ABR altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter not received, use ABR altimeter setting and increase LPV DA to 1694 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 1844 feet and all visibilities ⅛ SM. Increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3400 direct BOTJO and hold.

AWOS-3P	MINNEAPOLIS CENTER	UNICOM
118.525	126.25 339.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1558-1	250 (300-1)	NA	
LNAV/VNAV DA	1760-1⅜	452 (500-1⅜)	NA	
LNAV MDA	1800-1	492 (500-1)	NA	
CIRCLING	1820-1 511 (600-1)	1900-1 591 (600-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 30

REDWOOD FALLS MUNI (RWF)

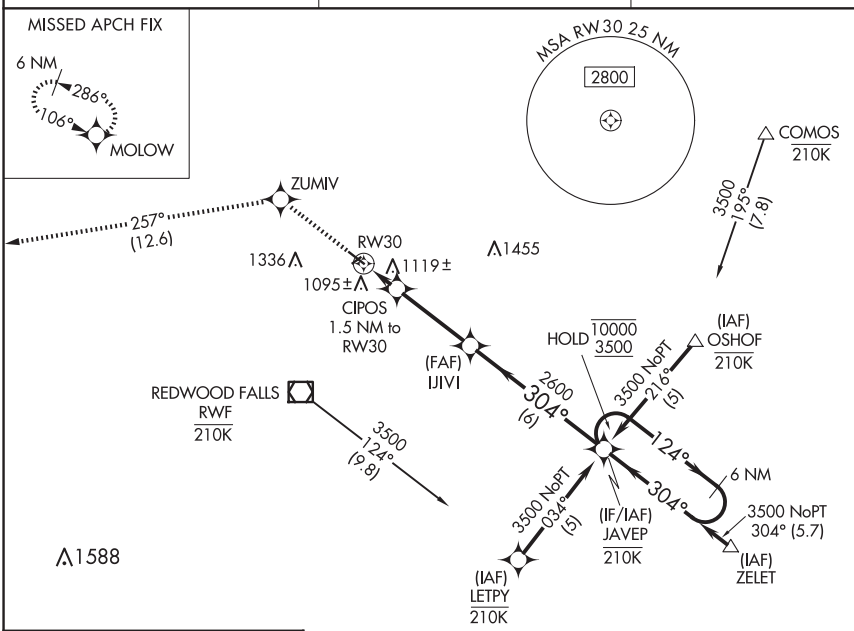
WAAS CH 86610 W30A	APP CRS 304°	Rwy Idg 4001 TDZE 1024 Apt Elev 1024

RNP APCH - GPS.

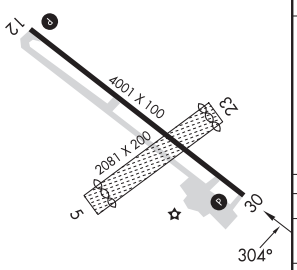
Circling Rwy 5, 12 and 23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 3800 direct ZUMIV and on track 257° to MOLOW and hold.

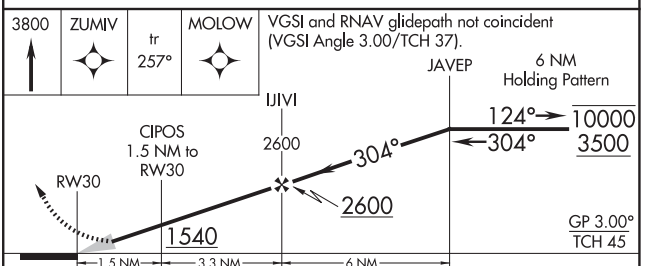
ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	127.1 290.2	123.0 (CTAF) L



ELEV 1024	TDZE 1024



REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	1274-¾ 250 (300-¾)			
LNAV/VNAV DA	1420-1⅛ 396 (400-1⅛)			
LNAV MDA	1380-1 356 (400-1)			
CIRCLING	1480-1 456 (500-1)	1660-1 636 (700-1)	1700-2 676 (700-2)	1700-2¼ 676 (700-2¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME RWF	APP CRS	Rwy Idg	N/A
113.3	016°	TDZE	N/A
Chan 80		Apt Elev	1024

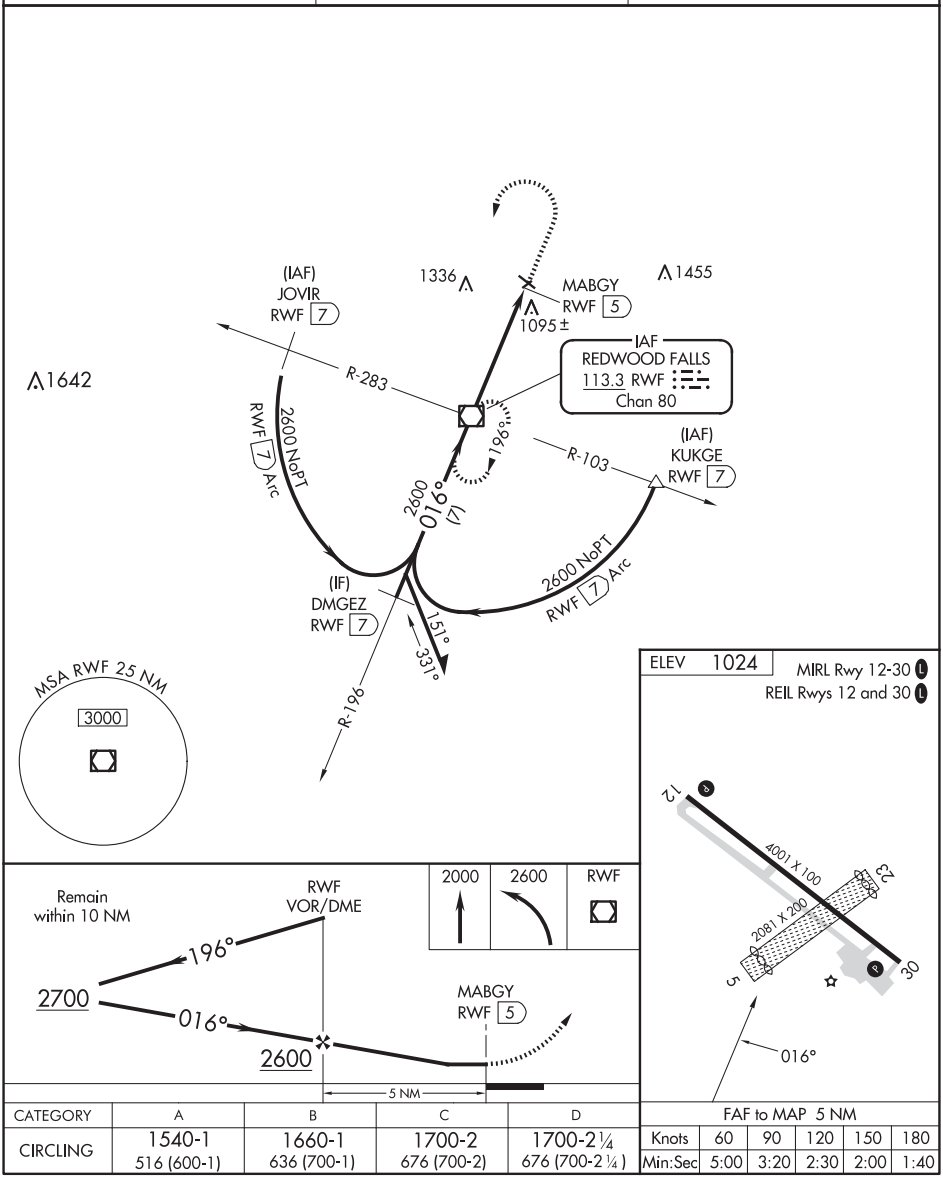
VOR-A

REDWOOD FALLS MUNI (RWF)

When local altimeter setting not received, use Olivia Rgnl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct RWF VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	127.1 290.2	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1540-1 516 (600-1)	1660-1 636 (700-1)	1700-2 676 (700-2)	1700-2¼ 676 (700-2¼)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LOC I-MNK	APP CRS	Rwy Idg	9033
109.1	131°	TDZE	1280
		Apt Elev	1317

ILS or LOC RWY 13

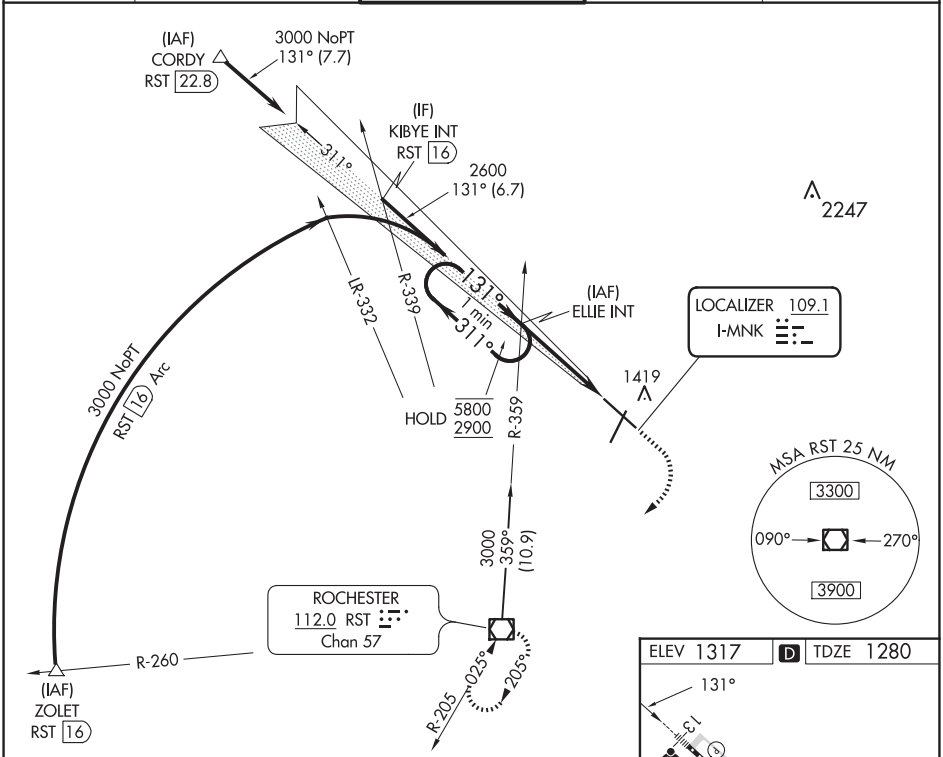
ROCHESTER INTL (RST)

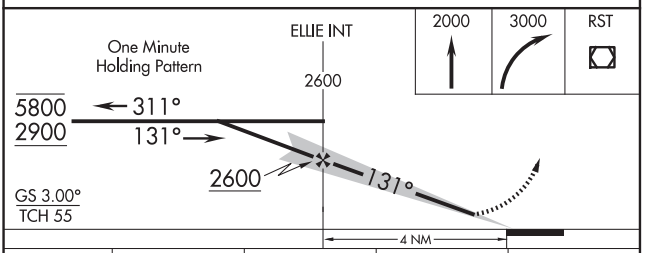
ASR

MALSR

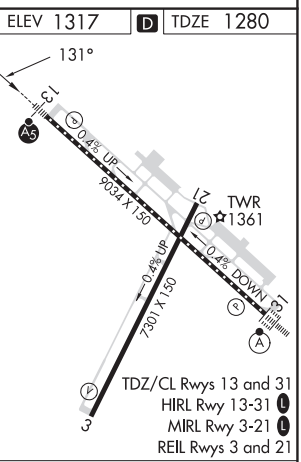
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct RST VOR/DME and hold.

ATIS	ROCHESTER APP CON★	ROCHESTER TOWER★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	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)	
C CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1900-1½ 583 (600-1½)	1900-2 583 (600-2)



FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS Z or LOC Z RWY 31

ROCHESTER INTL (RST)

LOC I-RST	APP CRS	Rwy Idg	9033
108.5	313°	TDZE	1304
		Apt Elev	1317

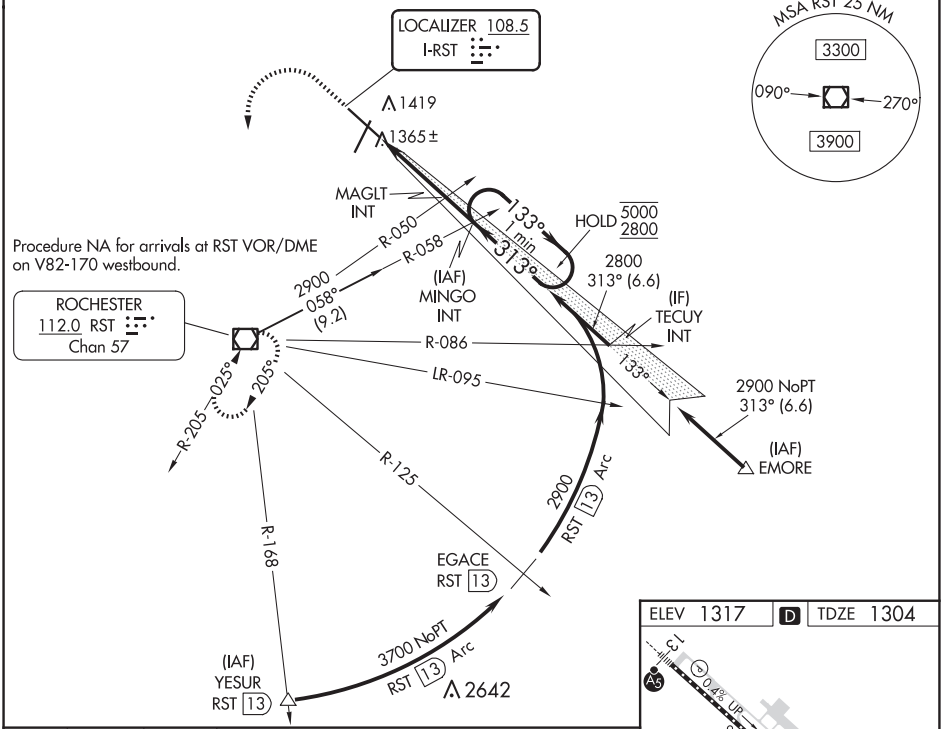
DME required for procedure entry at YESUR.

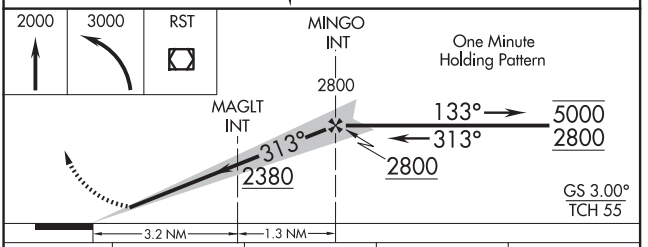
ASR For inop ALS, increase S-LOC 31 Cat C/D visibility to RVR 4500.

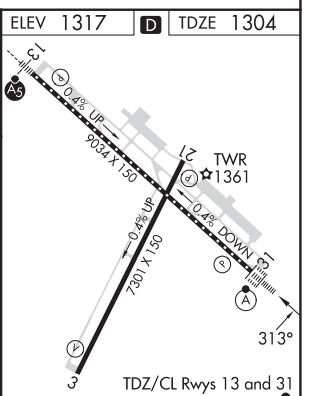
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct RST VOR/DME and hold.

ATIS	ROCHESTER APP CON★	ROCHESTER TOWER★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 31	1504/18 200 (200-½)			
S-LOC 31	1620/24 316 (400-½)			
C CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1900-1½ 583 (600-1½)	1900-2 583 (600-2)

TDZ/CL Rwys 13 and 31
HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3 and 21

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS Z RWY 31 (SA CAT I)

ROCHESTER INTL (RST)

LOC I-RST	APP CRS	Rwy Idg	9033
108.5	313°	TDZE	1304
		Apt Elev	1317

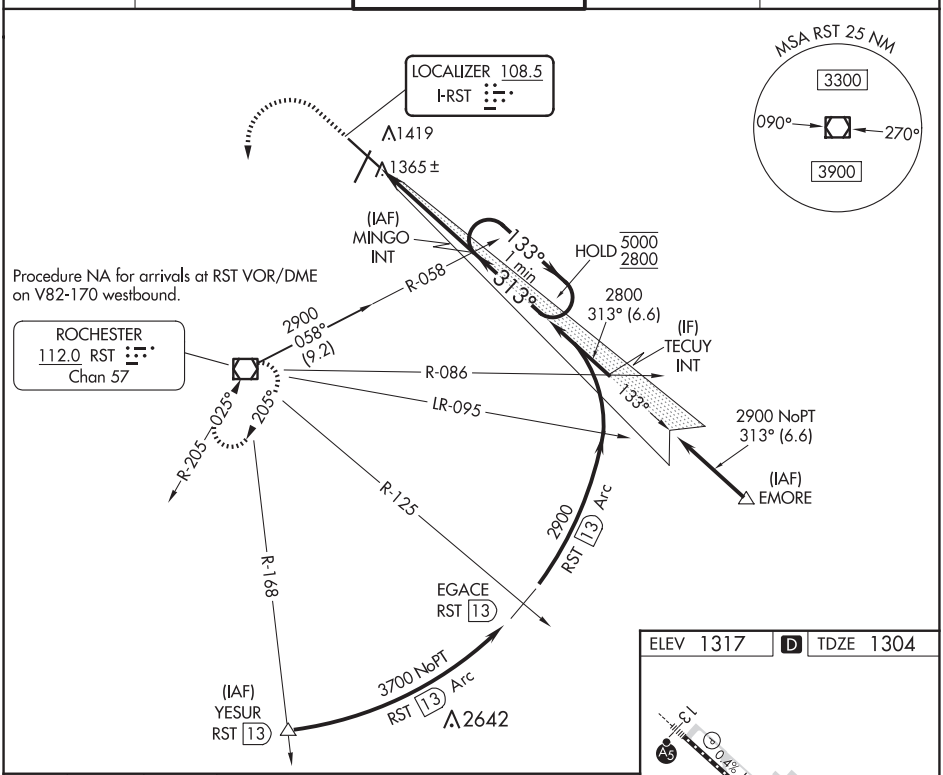
DME required for procedure entry at YESUR.

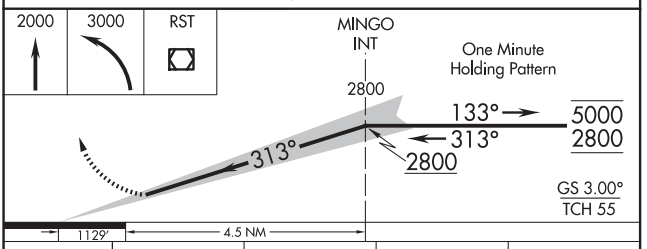
ASR Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Procedure NA when tower closed.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct RST VOR/DME and hold.

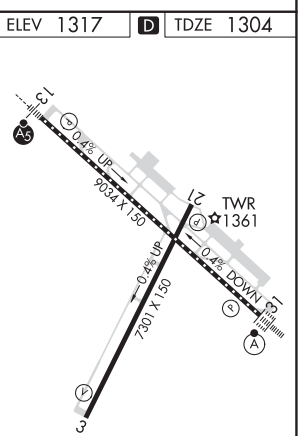
ATIS	ROCHESTER APP CON★	ROCHESTER TOWER★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 31	RA 204/14 150 DA 1454			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 13 and 31
HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3 and 21

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LOC I-RST	APP CRS	Rwy Idg	9033
108.5	313°	TDZE	1304
		Apt Elev	1317

ILS Z RWY 31 (CAT II)

ROCHESTER INTL (RST)

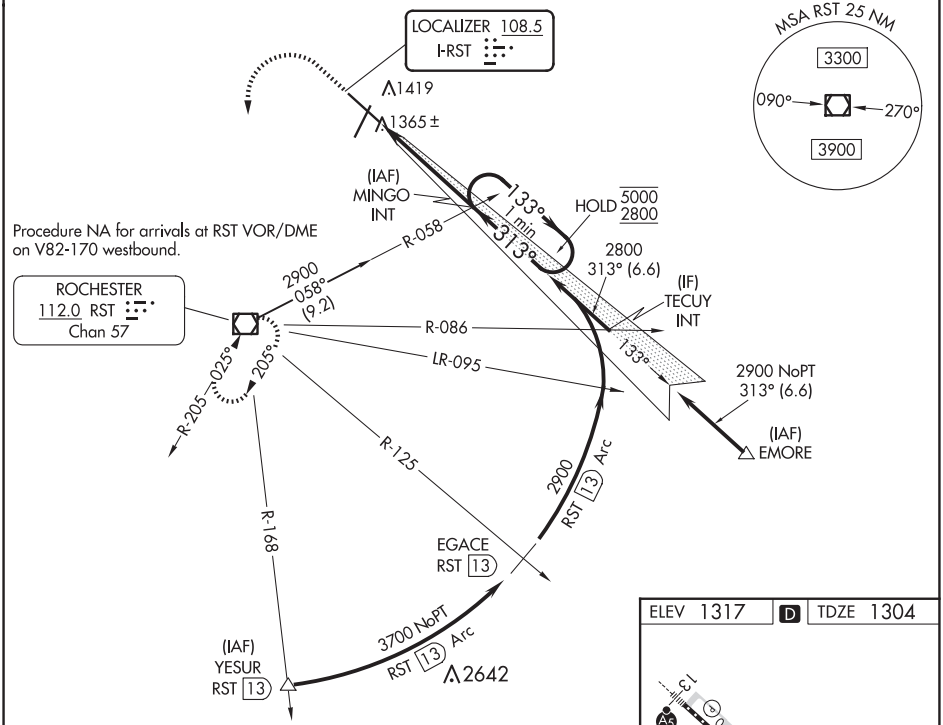
DME required for procedure entry at YESUR.

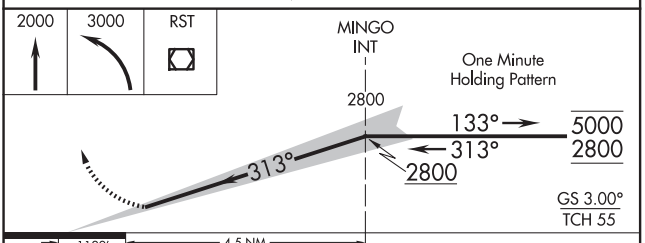
ASR — Procedure NA when tower closed.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct RST VOR/DME and hold.

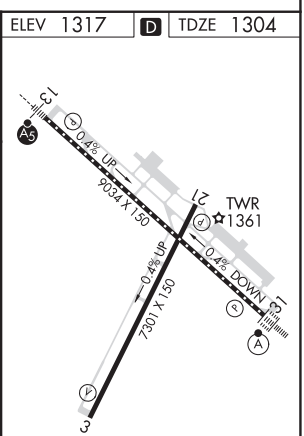
ATIS	ROCHESTER APP CON★	ROCHESTER TOWER★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 31	RA 104/12 100 DA 1404			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 13 and 31
HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3 and 21

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 3

ROCHESTER INTL (RST)

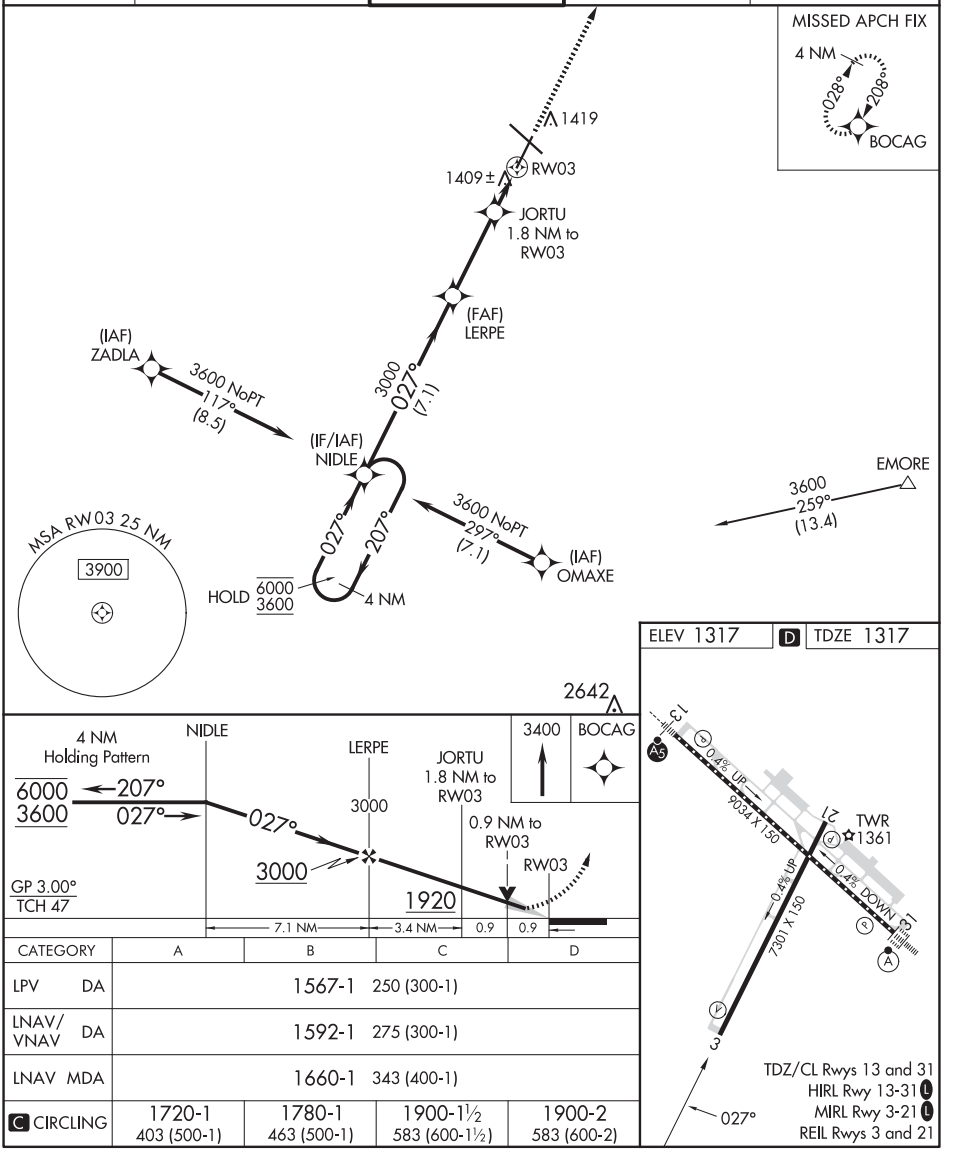
WAAS CH 69621 W03A	APP CRS 027°	Rwy Idg 7300 TDZE 1317 Apt Elev 1317

RNP APCH - GPS.

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.

MISSED APPROACH: Climb to 3400 direct BOCAG and hold, continue climb-in-hold to 4800.

ATIS	ROCHESTER APP CON ★	ROCHESTER TOWER ★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	1567-1 250 (300-1)			
LNAV/VNAV DA	1592-1 275 (300-1)			
LNAV MDA	1660-1 343 (400-1)			
C CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1900-1½ 583 (600-1½)	1900-2 583 (600-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 13

ROCHESTER INTL (RST)

WAAS	APP CRS	Rwy Idg	9033
CH 90202	133°	TDZE	1280
W13A		Apt Elev	1317

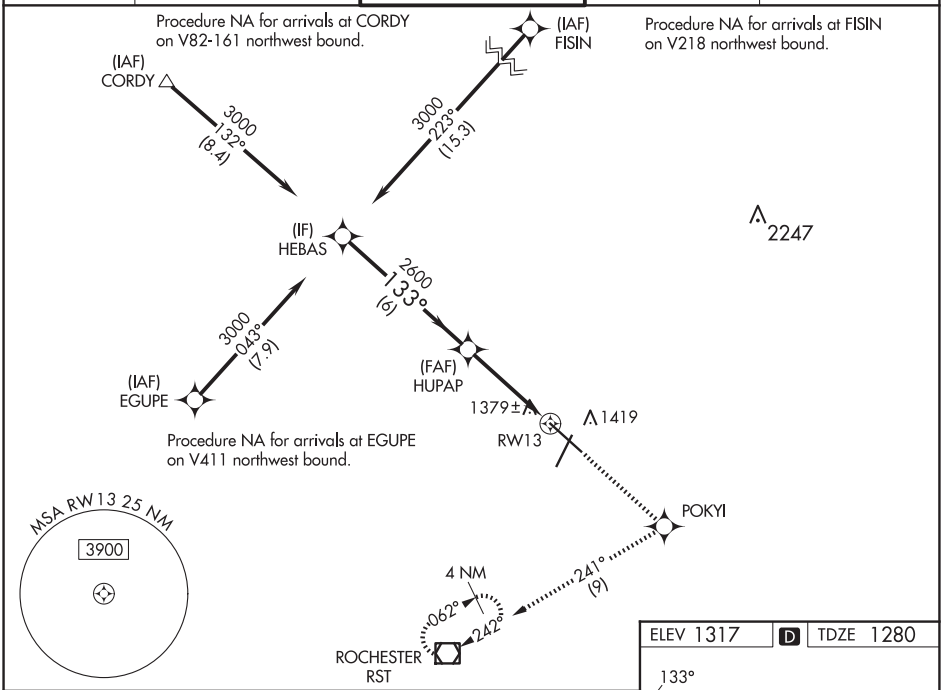
RNP APCH - GPS.

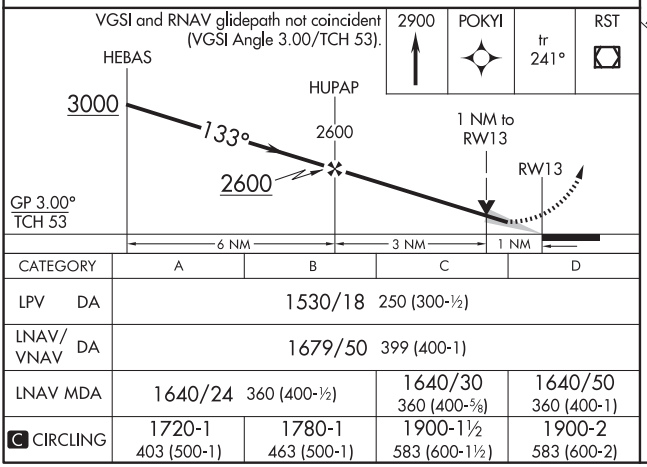
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to RVR 5500.

MALSR

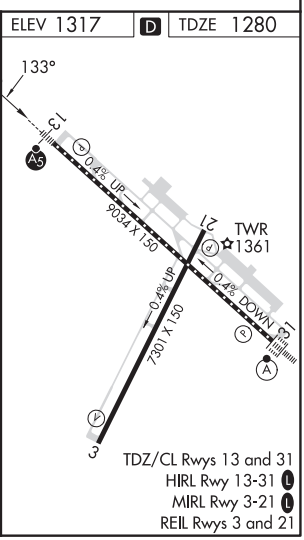
MISSED APPROACH: Climb to 2900 direct POKYI and on track 241° to RST VOR/DME and hold.

ATIS	ROCHESTER APP CON★	ROCHESTER TOWER★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95





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)		1640/30 360 (400-⅝)	1640/50 360 (400-1)
C CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1900-1½ 583 (600-1½)	1900-2 583 (600-2)



TDZ/CL Rwys 13 and 31
HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3 and 21

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 21
ROCHESTER INTL (RST)

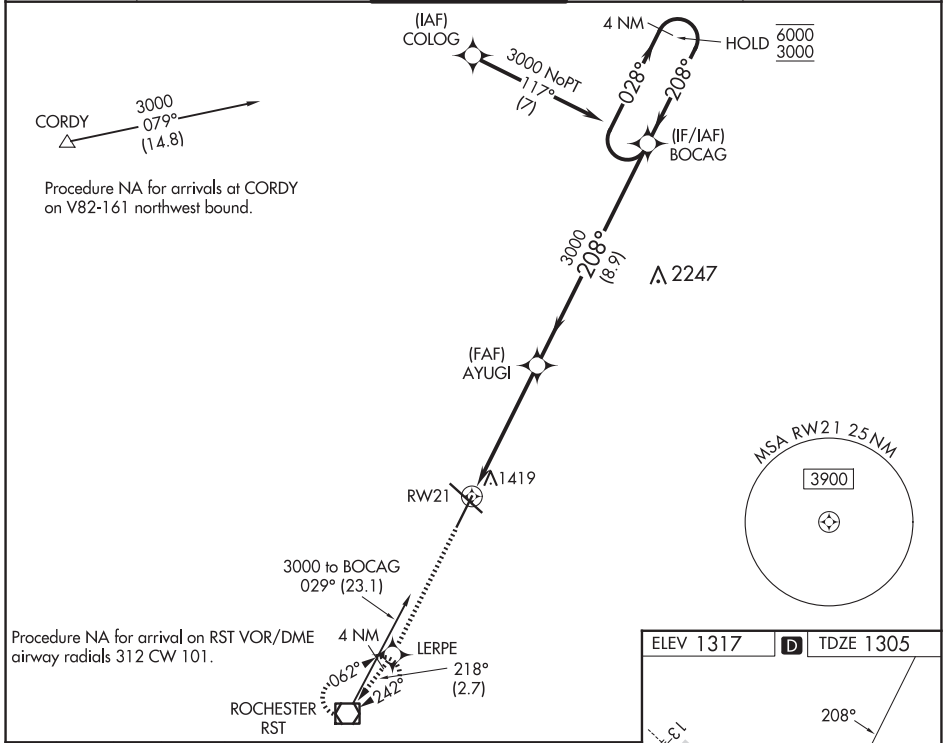
WAAS	APP CRS	Rwy Idg	7300
CH 57922	208°	TDZE	1305
W21A		Apt Elev	1317

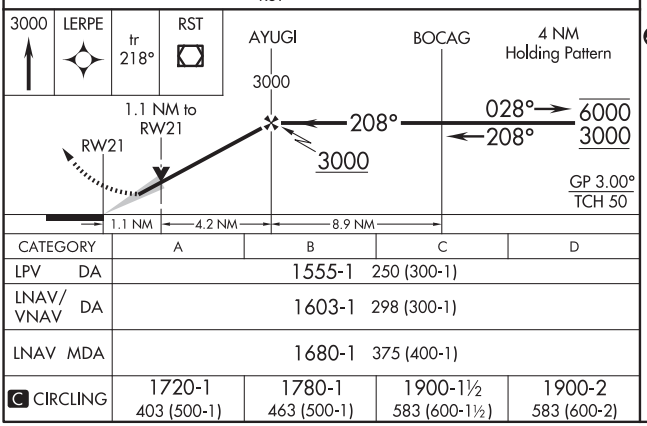
RNP APCH - GPS.

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.

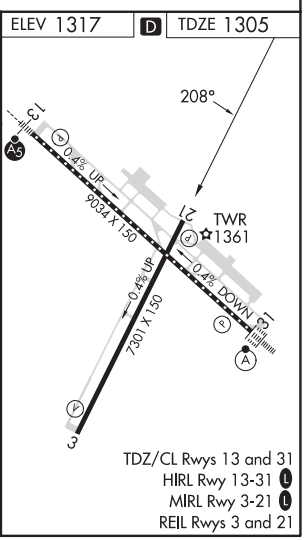
MISSED APPROACH: Climb to 3000 direct LERPE and on track 218° to RST VOR/DME and hold.

ATIS	ROCHESTER APP CON ★	ROCHESTER TOWER ★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95





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)			
C CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1900-1½ 583 (600-1½)	1900-2 583 (600-2)



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

ROCHESTER INTL (RST)

WAAS	APP CRS	Rwy Idg	9033
CH 49028	313°	TDZE	1304
W31A		Apt Elev	1317

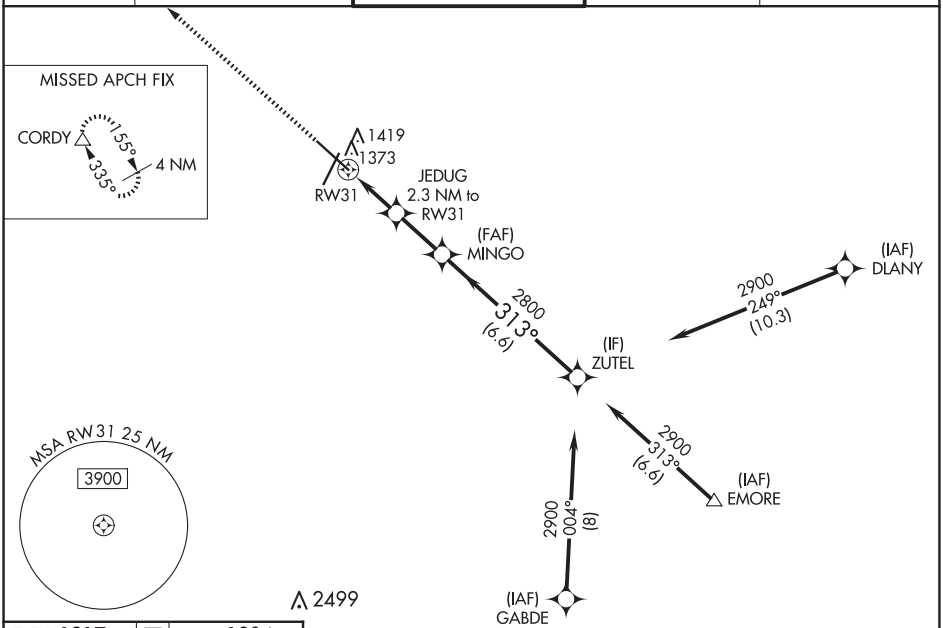
RNP APCH - GPS.

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

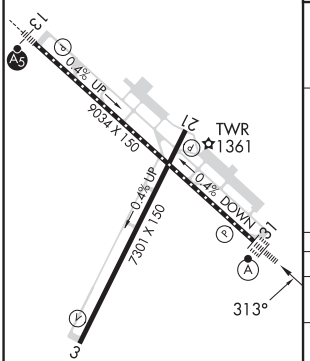
ALSF-2

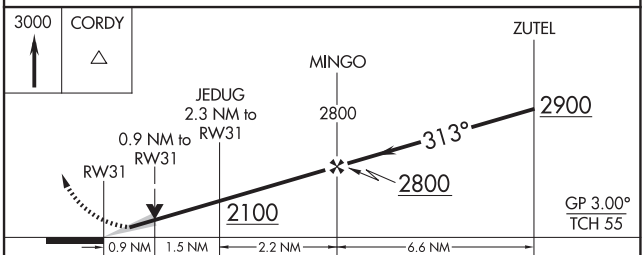
MISSED APPROACH: Climb to 3000 direct CORDY and hold.

ATIS	ROCHESTER APP CON★	ROCHESTER TOWER★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95



ELEV 1317 D TDZE 1304





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)	
C CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1900-1½ 583 (600-1½)	1900-2 583 (600-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 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.

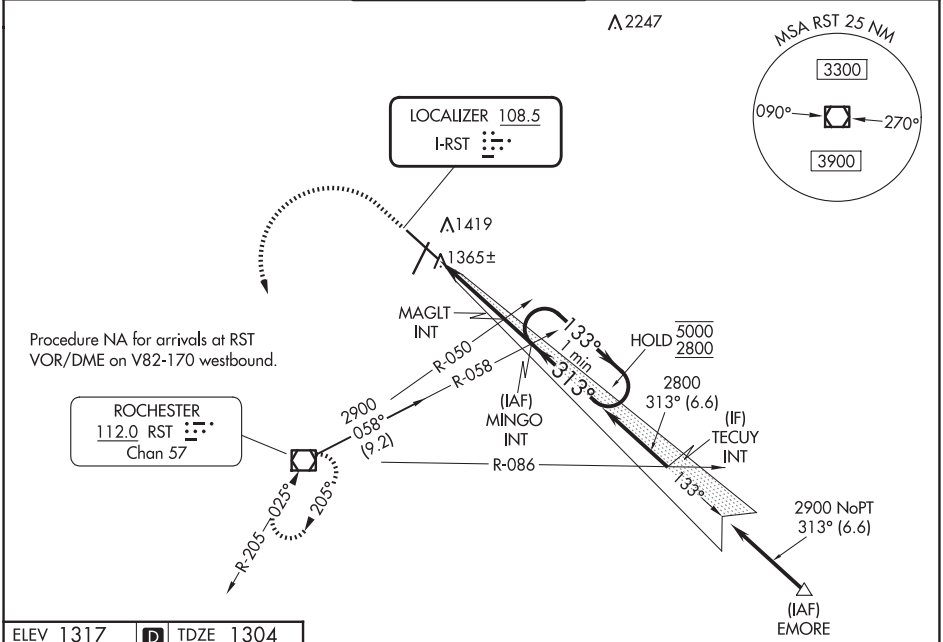
ASR

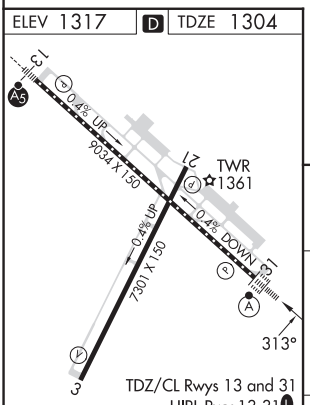
For inop ALS increase visibility to RVR 5000.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct RST VOR/DME and hold.

ATIS	ROCHESTER APP CON★	ROCHESTER TOWER★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95

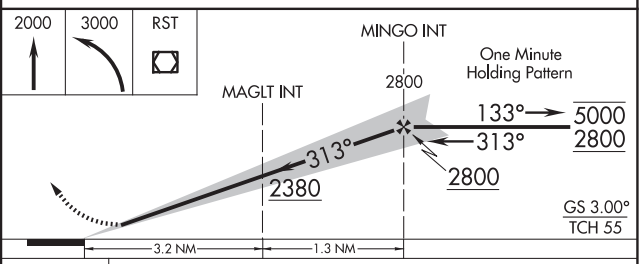




TDZ/CL Rwys 13 and 31
HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3 and 21

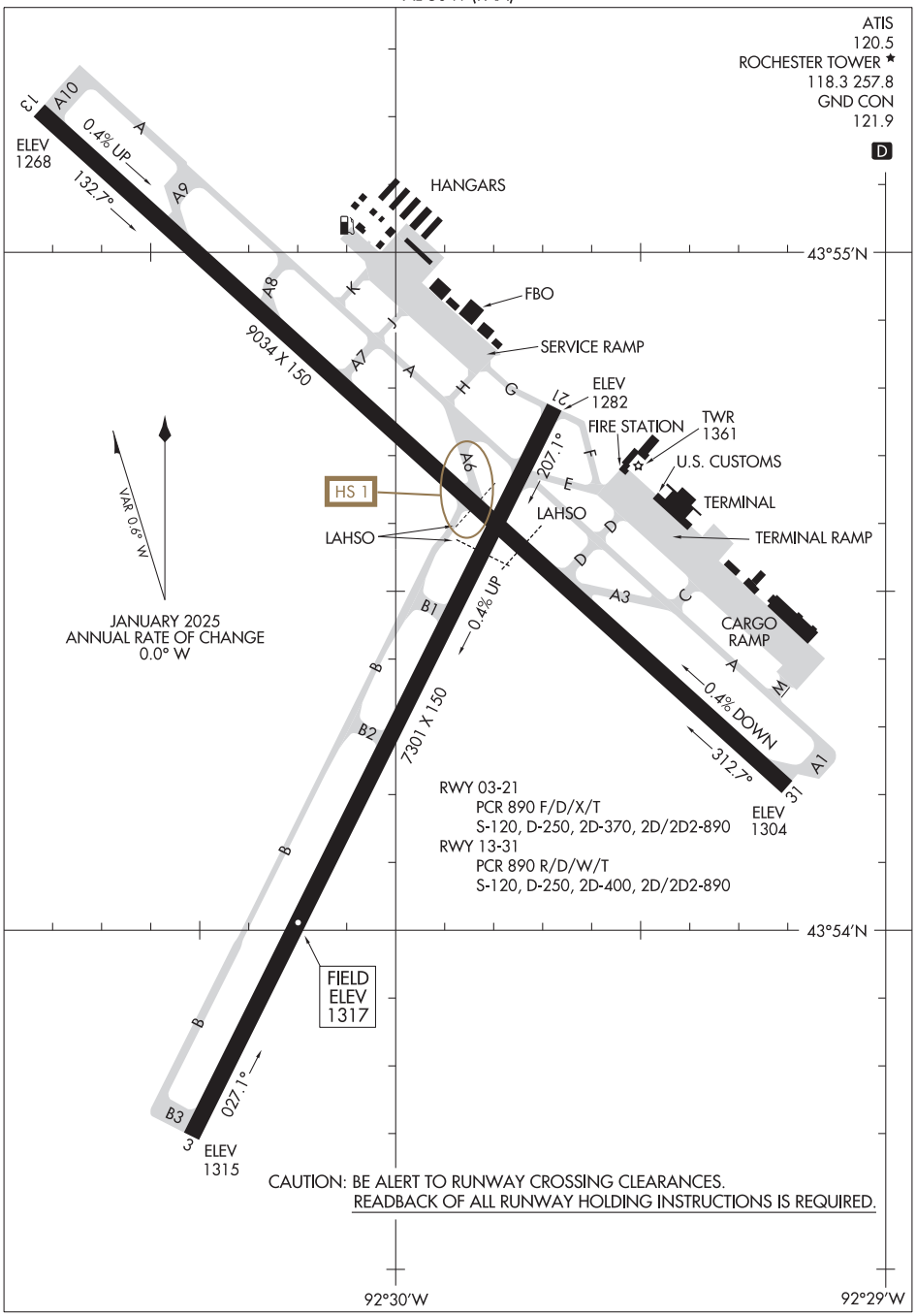
FAF to MAP 4.5 NM					
Knots	45	60	75	90	105
Min:Sec	6:00	4:30	3:36	3:00	2:34

2499



CATEGORY	COPTER
H-ILS 31	1504/12 200 (200-¼)
H-LOC 31	1620/12 316 (400-¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025



NC-1, 07 AUG 2025 to 02 OCT 2025

ROLLA, NORTH DAKOTA

AL-9236 (FAA)

23222

RNAV (GPS) RWY 32

ROLLA MUNI/LEONARD KRECH FLD (Ø6D)

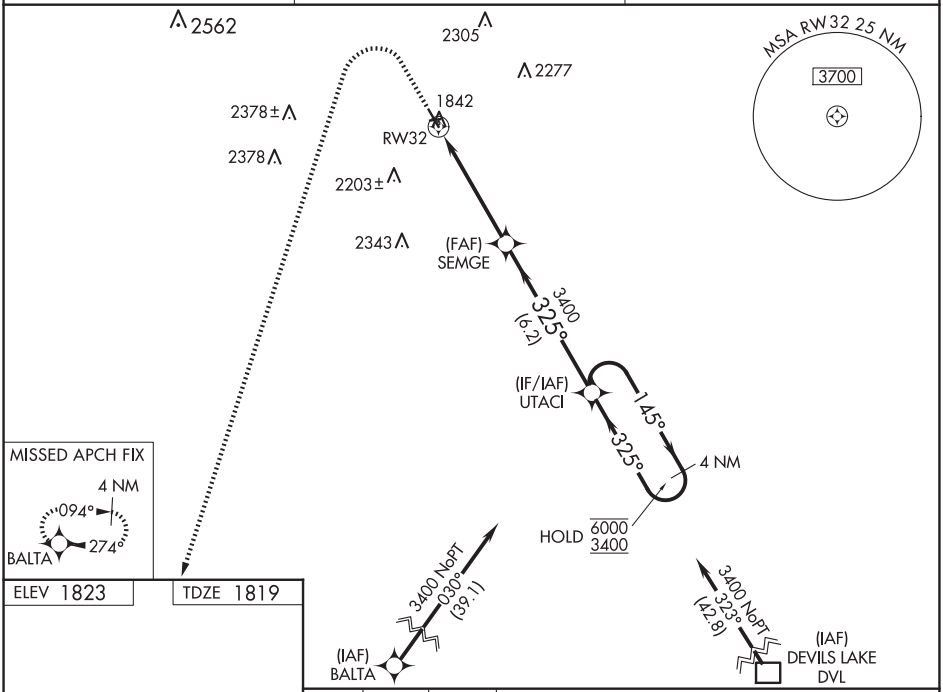
WAAS	APP CRS	Rwy Idg	4300
CH 81834	325°	TDZE	1819
W32A		Apt Elev	1823

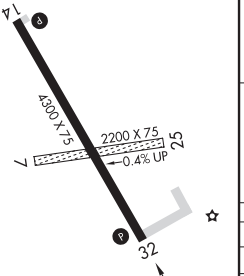
RNP APCH - GPS.

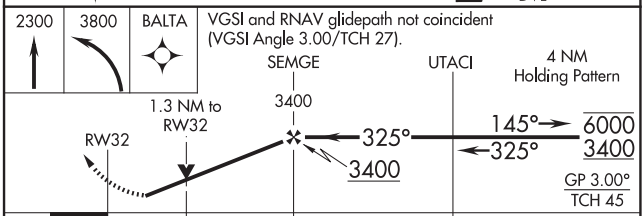
T A Circling NA to Rwys 7 and 25. Circling Rwy 14 NA at night. Baro-VNAV and VDP NA when using Cando Muni altimeter setting. Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use Cando altimeter setting: increase LPV DA to 2183 feet; increase LNAV/VNAV DA to 2286 feet and all visibilities ⅜ SM; increase all MDAs 120 feet and LNAV visibility Cat C/D ⅜ 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	MINNEAPOLIS CENTER	UNICOM
118.125	127.6 279.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2069-1 250 (300-1)			
LNAV/VNAV DA	2162-1 343 (400-1)			
LNAV MDA	2260-1 441 (500-1)		2260-1⅜ 441 (500-1⅜)	
C CIRCLING	2260-1 437 (500-1)	2340-1 517 (600-1)	2560-2 737 (800-2)	2700-2¾ 877 (900-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 16

ROSEAU MUNI/RUDY BILLBERG FLD (ROX)

WAAS	APP CRS	Rwy Idg	4400
CH 56304	165°	TDZE	1055
W16A		Apt Elev	1060

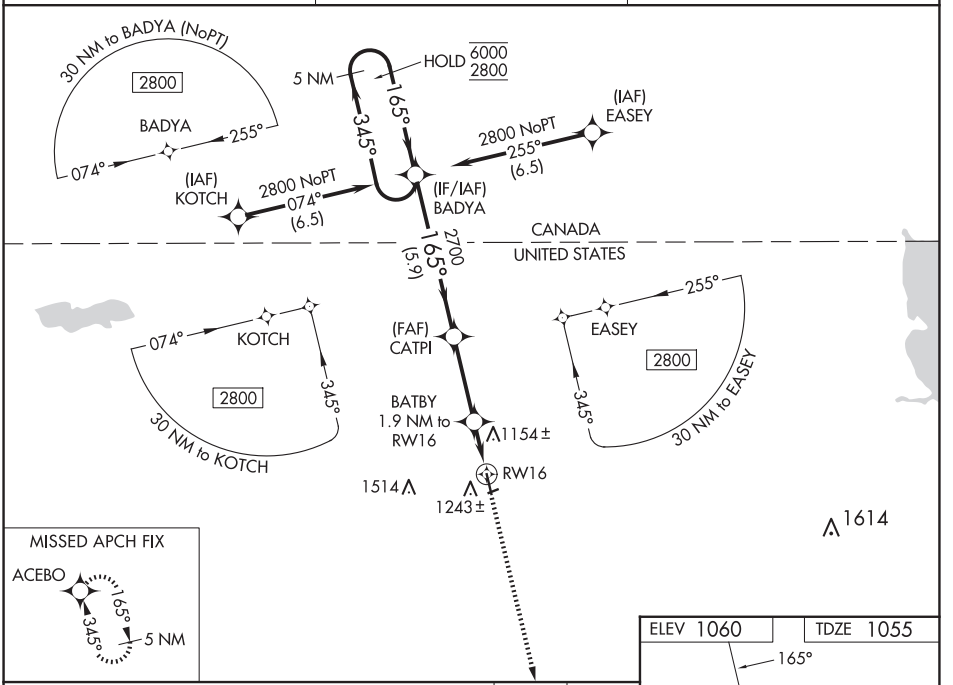
RNP APCH - GPS.

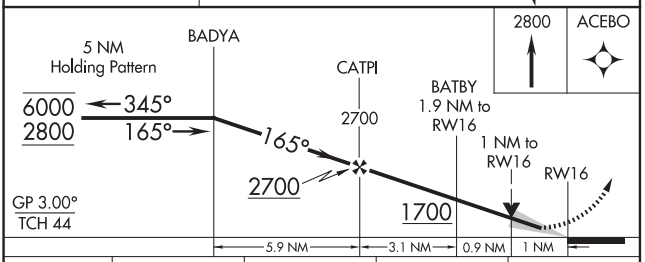
Circling NA to Rwys 6 and 24. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility to ⅞ SM. Inop table does not apply to LPV all Cats.

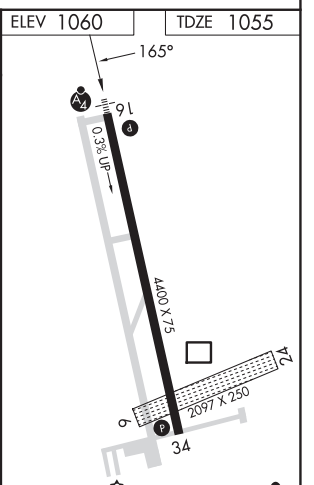
MALSF

MISSED APPROACH: Climb to 2800 direct ACEBO and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.075	134.75 251.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1255-¾ 200 (200-¾)			
LNAV/VNAV DA	1330-¾ 275 (300-¾)			
LNAV MDA	1420-¾ 365 (400-¾)			
C CIRCLING	1600-1 540 (600-1)		1840-2¼ 780 (800-2¼)	1840-2½ 780 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ROSEAU, MINNESOTA | AL-5635 (FAA) | 23334

WAAS	APP CRS	Rwy Idg	4400
CH **99404**	**345°**	TDZE	**1060**
W34A		Apt Elev	**1060**

RNAV (GPS) RWY 34

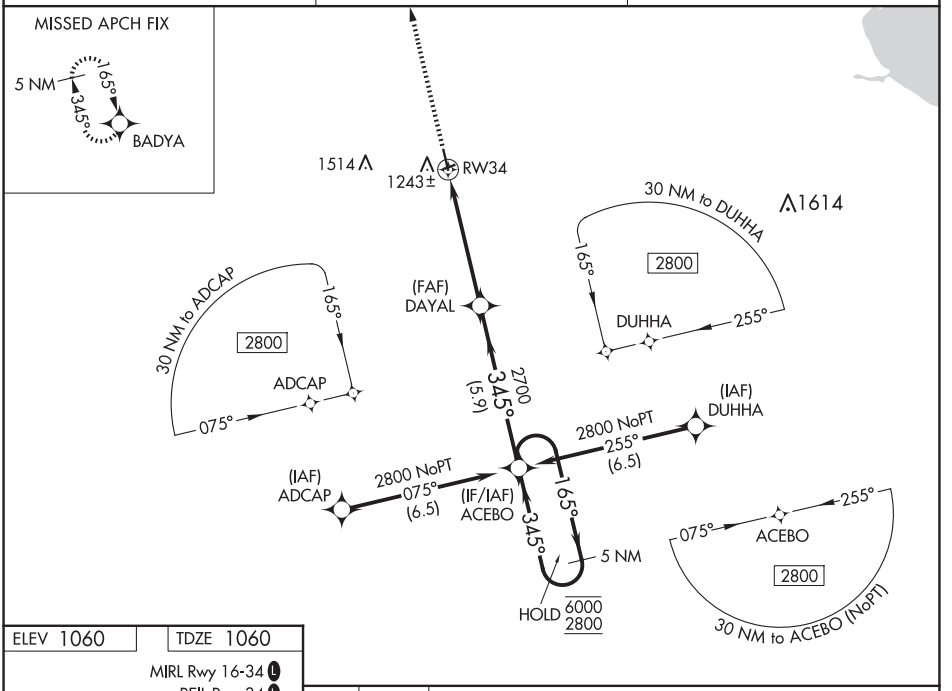
ROSEAU MUNI/RUDY BILLBERG FLD (ROX)

RNP APCH - GPS.

T A Circling NA to Rwys 6 and 24. Rwy 34 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 2800 direct BADYA and hold.

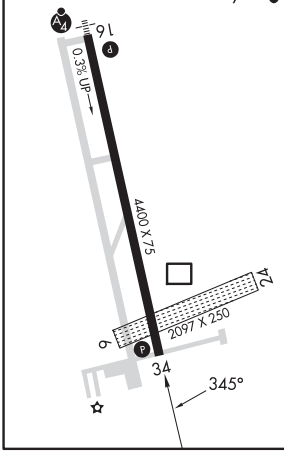
AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.075	**134.75 251.1**	**122.8** (CTAF)

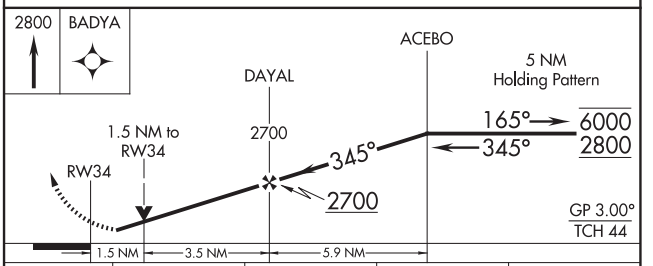


ELEV 1060 | TDZE 1060

MIRL Rwy 16-34 L

REIL Rwy 34 L





CATEGORY	A	B	C	D
LPV DA	1310-¾ 250 (300-¾)			
LNAV/VNAV DA	1457-1⅛ 397 (400-1⅛)			
LNAV MDA	1580-1 520 (600-1)		1580-1⅜ 520 (600-1⅜)	
C CIRCLING	1600-1 540 (600-1)		1840-2¼ 780 (800-2¼)	1840-2½ 780 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4800
344°	TDZE	2724
	Apt Elev	2724

RNAV (GPS) RWY 34

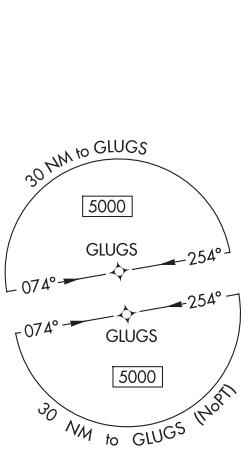
ROSEBUD SIOUX TRIBAL (SUO)

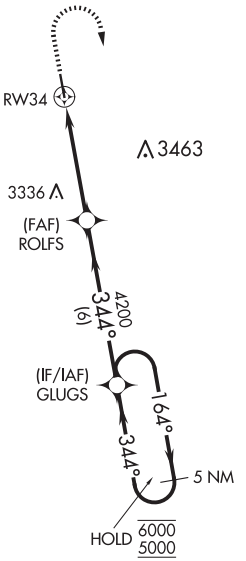
RNP APCH - GPS.

T A NA Rwy 34 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use VTN altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 3400 then climbing right turn to 5000 direct GLUGS and hold.

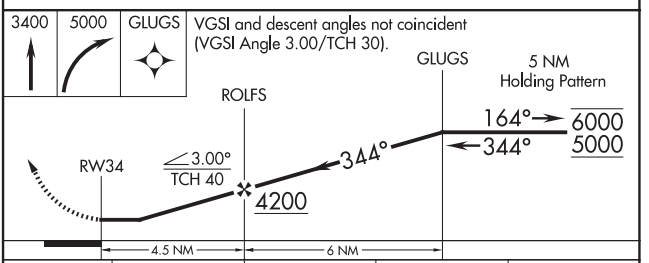
AWOS-3P	VTN ASOS	DENVER CENTER	CTAF
119.075	118.075	127.95 338.2	122.9 L





ELEV 2724 D TDZE 2724

MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LNAV MDA	3380-1	656 (700-1)	3380-1⅞ 656 (700-1⅞)	NA
C CIRCLING	3380-1	656 (700-1)	3440-2 716 (800-2)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 12

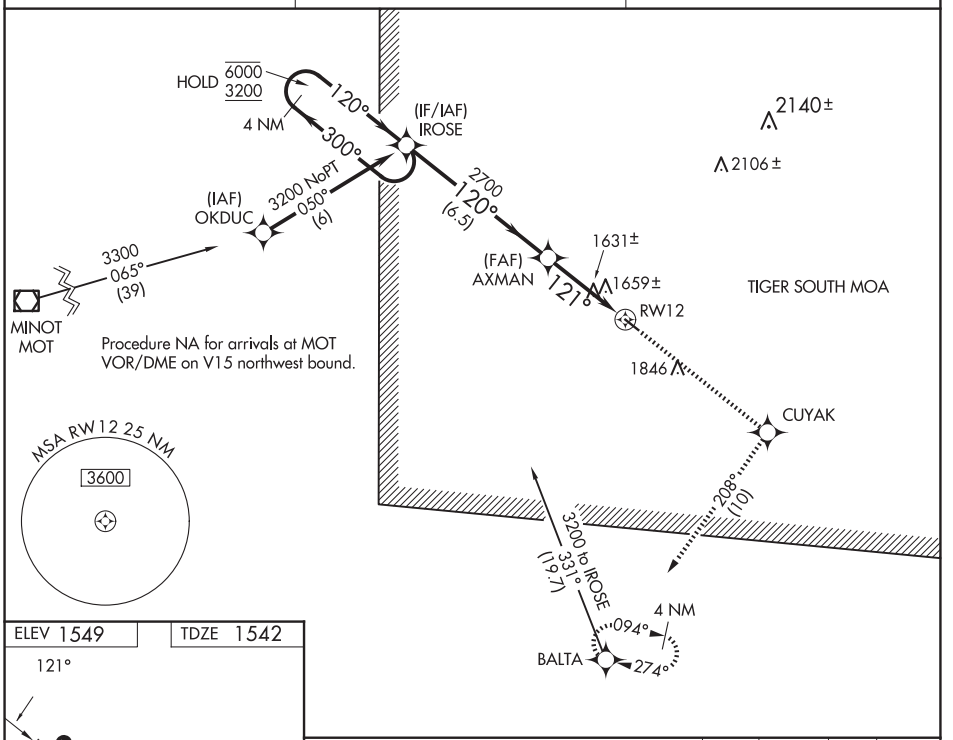
RUGBY MUNI (RUG)

WAAS	APP CRS	Rwy Idg	3600
CH 58124	121°	TDZE	1542
W12A		Apt Elev	1549

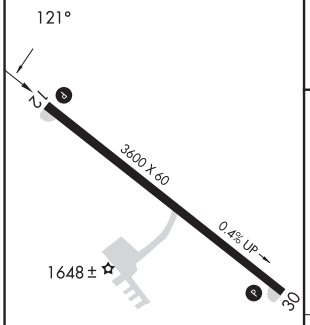
RNP APCH.

MISSED APPROACH: Climb to 3600 direct CUYAK and on track 208° to BALTA and hold.

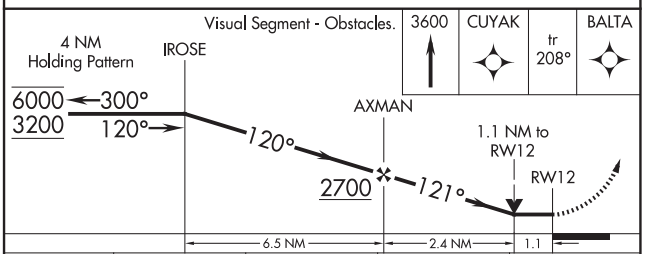
AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	127.6 279.6	122.8 (CTAF) L



ELEV 1549 TDZE 1542



REIL Rwy 12 and 30 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LP MDA	1900-1 358 (400-1)			NA
LNAV MDA	1920-1 378 (400-1)			NA
CIRCLING	2080-1 531 (600-1)	2160-1 611 (700-1)	2160-1¾ 611 (700-1¾)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 30

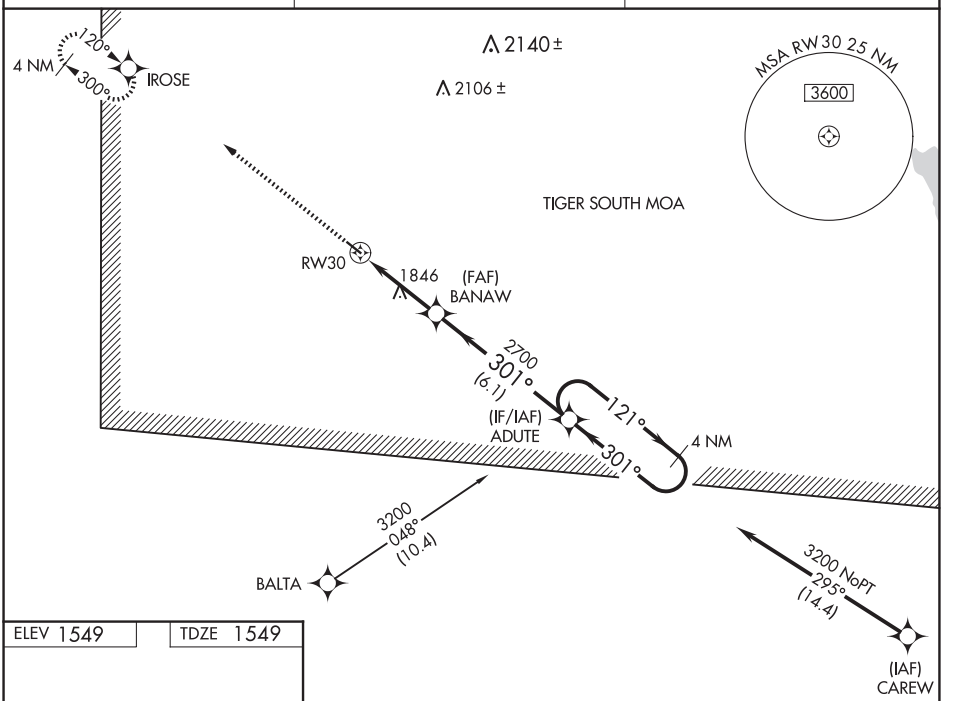
RUGBY MUNI (RUG)

WAAS	APP CRS	Rwy Idg	3600
CH 99524	301°	TDZE	1549
W30A		Apt Elev	1549

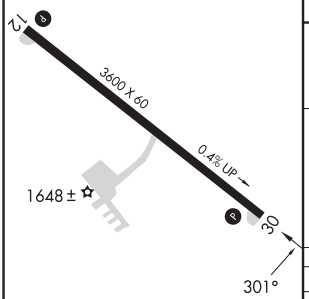
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Devils Lake altimeter setting and increase all MDA 140 feet, increase LP and LNAV Cats B/C visibility ¼ mile, and Circling Cat B visibility ¼ mile and Cat C visibility ½ mile. Rwy 30 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3200 direct IROSE and hold.

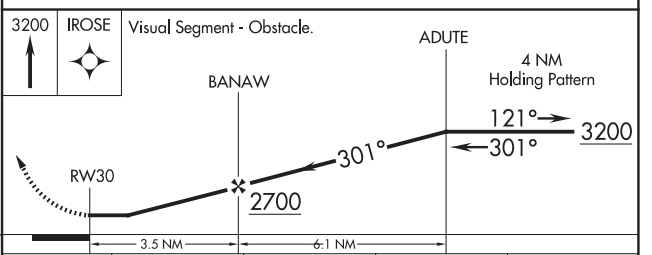
AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	127.6 279.6	122.8 (CTAF) L



ELEV 1549 TDZE 1549



REIL Rwy 12 and 30 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LP MDA	2160-1	611 (700-1)	2160-1¾ 611 (700-1¾)	NA
LNAV MDA	2160-1	611 (700-1)	2160-1¾ 611 (700-1¾)	NA
CIRCLING	2160-1	611 (700-1)	2160-1¾ 611 (700-1¾)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RUSH CITY, MINNESOTA AL-9377 (FAA) 23222

RNAV (GPS) RWY 34

RUSH CITY RGNL (ROS)

WAAS	APP CRS	Rwy Idg	4401
CH 49020	339°	TDZE	926
W34A		Apt Elev	926

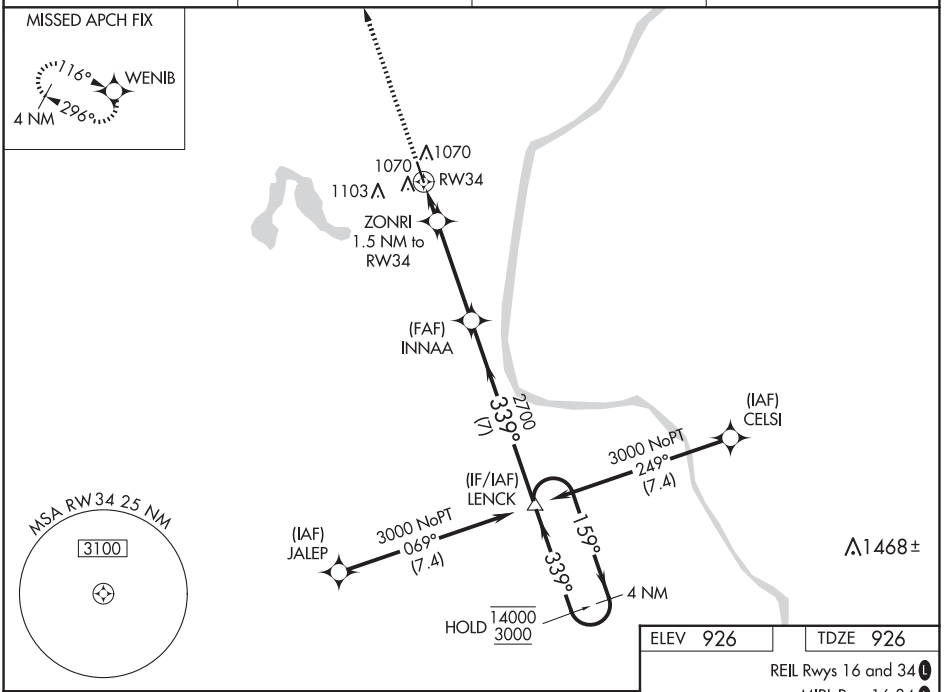
RNP APCH - GPS.

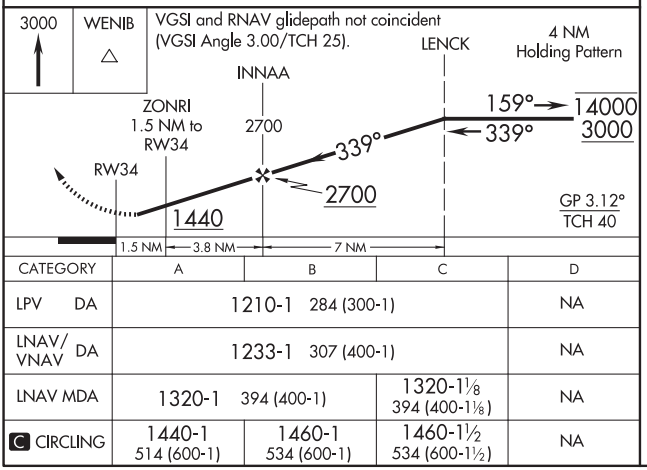
Circling Rwy 16 NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct WENIB and hold.

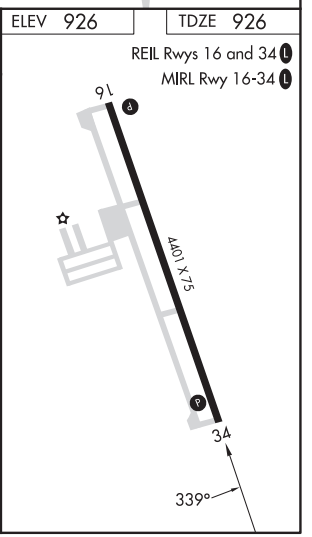
AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
118.8	121.05 235.775	121.725	122.9 L

MISSED APCH FIX





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)		1320-1⅛ 394 (400-1⅛)	NA
C CIRCLING	1440-1 514 (600-1)	1460-1 534 (600-1)	1460-1½ 534 (600-1½)	NA



RUSH CITY, MINNESOTA
Amdt 1A 10AUG23

45°42'N-92°57'W

RUSH CITY RGNL (ROS)

RNAV (GPS) RWY 34

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3200
341°	TDZE	1209
	Apt Elev	1211

RNAV (GPS) RWY 34

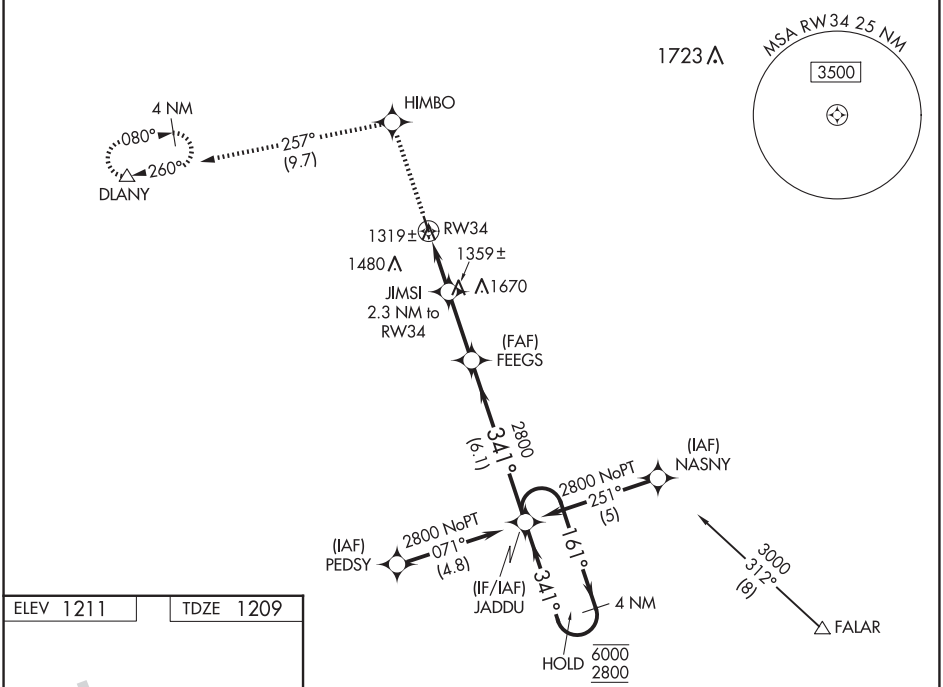
RUSHFORD MUNI/ROBERT W BUNKE FLD (55Y)

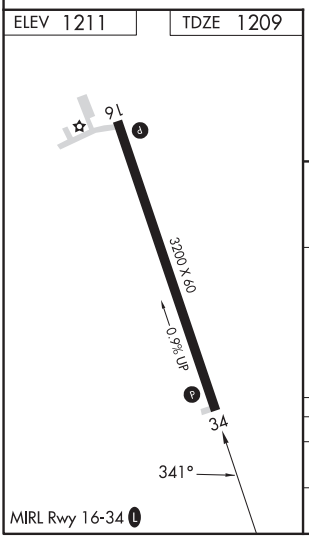
RNP APCH - GPS.

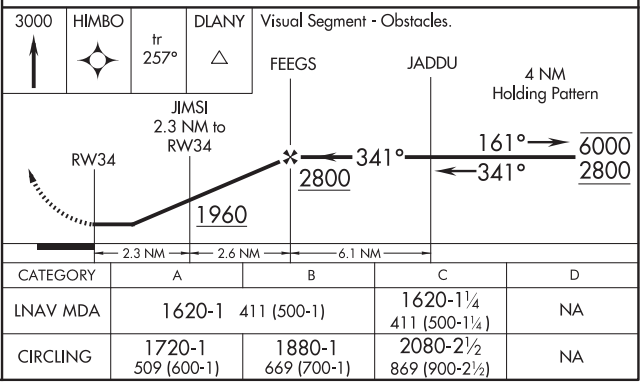
NA Procedure NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA. Use FKA altimeter setting, when not received, use ONA altimeter setting and increase all MDAs 80 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct HIMBO and track 257° to DLANY and hold.

ROCHESTER APP CON ★	CTAF
119.8 251.125	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1620-1 411 (500-1)		1620-1¼ 411 (500-1¼)	NA
CIRCLING	1720-1 509 (600-1)	1880-1 669 (700-1)	2080-2½ 869 (900-2½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RUSHFORD, MINNESOTA | AL-6563 (FAA) | 25023

VORTAC ODI 117.9 Chan 126	APP CRS 249°	Rwy Idg N/A TDZE N/A Apt Elev 1211

VOR-A

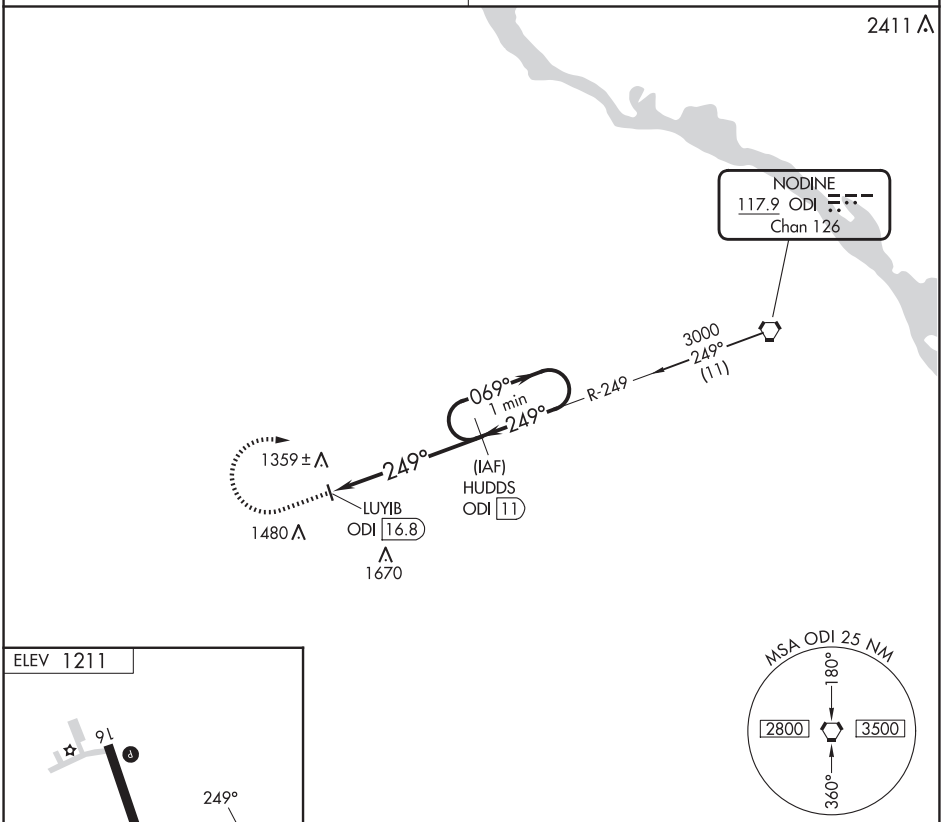
RUSHFORD MUNI/ROBERT W BUNKE FLD (55Y)

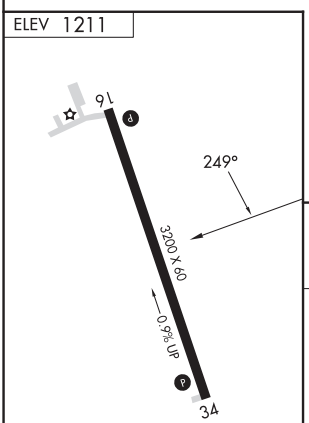
T A NA — Procedure NA at night. Use FKA altimeter setting; when not received, use ONA altimeter setting and increase all MDAs 80 feet and visibility Cat C ¼ SM. DME required.

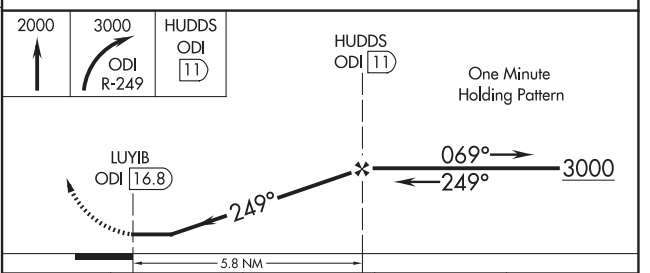
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 on ODI VORTAC R-249 to HUDDS/ODI 11 DME and hold.

ROCHESTER APP CON ★	CTAF
119.8 251.125	122.9 (L)

2411 ∧







CATEGORY	A	B	C	D
CIRCLING	1720-1 509 (600-1)	1880-1 669 (700-1)	2080-2½ 869 (900-2½)	NA

MIRL Rwy 16-34 (L)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 13

ST CLOUD RGNL (STC)

LOC I-BPM	APP CRS		
111.9	133°	Rwy Ldg	7000
		TDZE	1031
		Apt Elev	1031

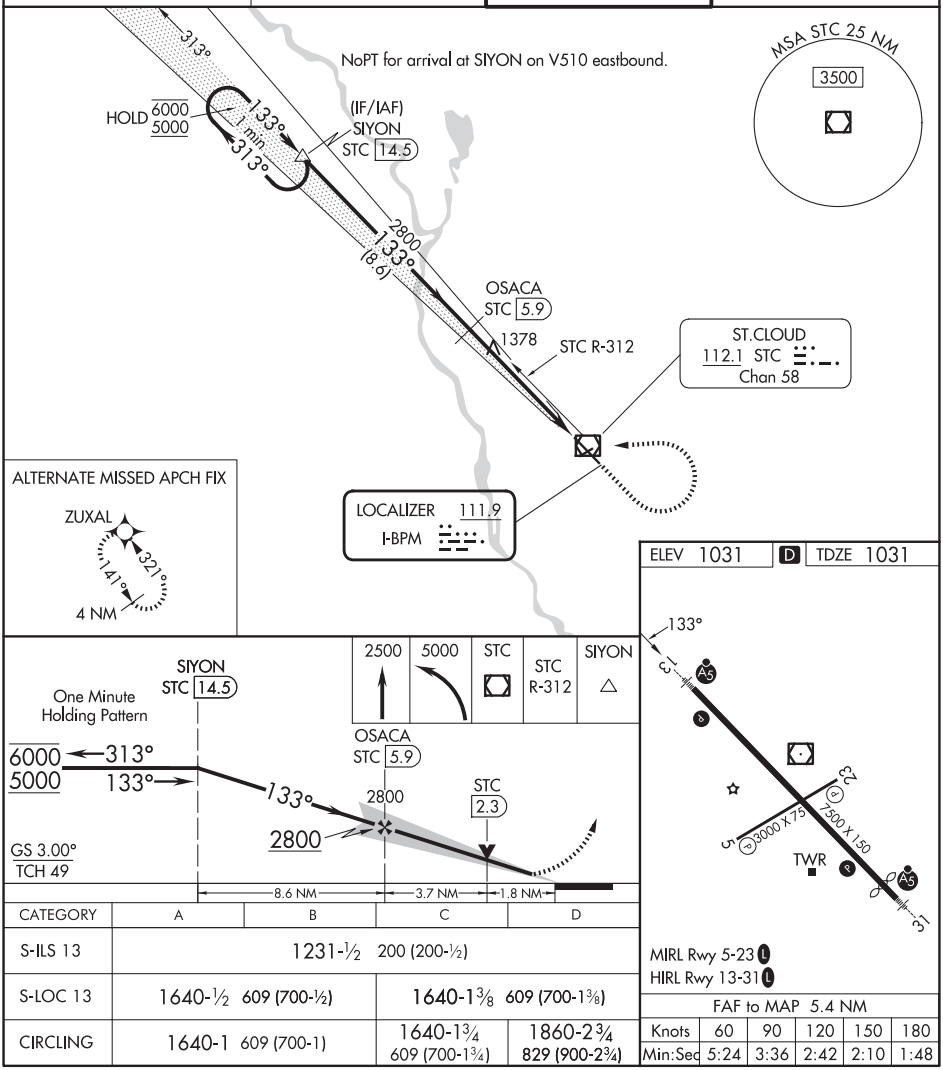
DME required.

For inop ALS when using Little Falls altimeter setting, increase S-ILS-13 all Cats visibility to ⅞ SM. When local altimeter setting not received, use Little Falls altimeter setting, increase DA to 1307 feet; increase all MDAs 80 feet and S-LOC 13 visibility Cats C and D ⅛ SM, and Circling visibility Cats C and D ¼ SM. For inop ALS, increase S-LOC 13 Cats C and D visibility to 1¾ SM. DME from STC VOR/DME. DME use requires simultaneous reception of I-BPM and STC DME. VDP NA when using Little Falls altimeter setting.

MALSR

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.

ATIS	MINNEAPOLIS CENTER	ST. CLOUD TOWER *	GND CON
119.375	121.05 235.775	118.25 (CTAF) L	123.75



CATEGORY	A	B	C	D
S-ILS 13	1231-½ 200 (200-½)			
S-LOC 13	1640-½ 609 (700-½)		1640-1⅜ 609 (700-1⅜)	
CIRCLING	1640-1 609 (700-1)		1640-1¾ 609 (700-1¾)	1860-2¾ 829 (900-2¾)

MIRL Rwy 5-23 L
HIRL Rwy 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

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 31

ST CLOUD RGNL (STC)

LOC I-STC	APP CRS	Rwy Ldg	7000
111.9	313°	TDZE	1020
		Apt Elev	1031

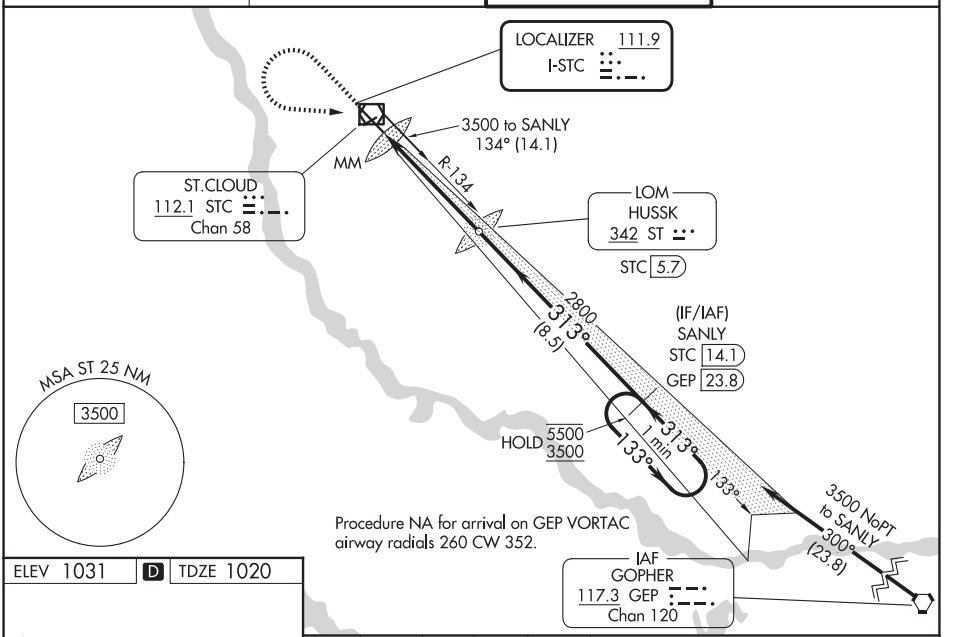
DME required.

NA 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 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 ⅞ SM and S-LOC-31 Cats C and D visibility to 1⅜ SM. VDP NA when using Little Falls altimeter setting. DME from STC VOR/DME. DME use requires simultaneous reception of I-STC and STC DME.

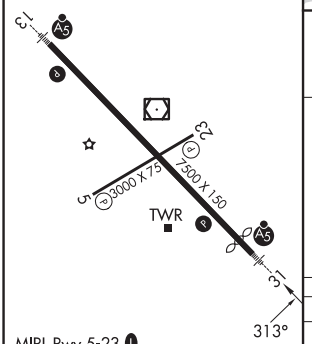
MALSR

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.

ATIS	MINNEAPOLIS CENTER	ST. CLOUD TOWER★	GND CON
119.375	121.05 235.775	118.25 (CTAF)	123.75

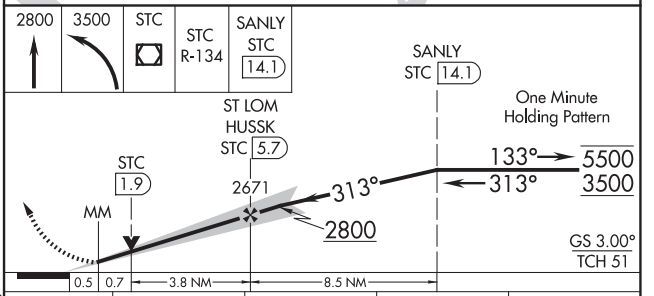


ELEV 1031 D TDZE 1020



MIRL Rwy 5-23 L
HIRL Rwy 13-31 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 31	1220-½ 200 (200-½)			
S-LOC 31	1460-½ 440 (500-½)		1460-¾ 440 (500-¾)	
CIRCLING	1500-1 469 (500-1)		1620-1½ 589 (600-1½)	1860-2¾ 829 (900-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5

ST CLOUD RGNL (STC)

APP CRS	Rwy Ldg	3000
056°	TDZE	1022
	Apt Elev	1031

RNP APCH - GPS.

T A 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	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON
119.375	121.05 235.775	118.25 (CTAF) L	123.75

Procedure NA for arrivals at OKOMY on V2 northwest bound.

OKOMY

3300
130°
(15.6)

(IAF)
KABEY
210K

3000 NoPT
146°
(5)

(FAF)
ILUDE

2700
056°
(5.9)

RW05

(IF/IAF)
HUBOX

056°

236°

3000 NoPT
327°
(5)

HOLD 6000 3000

4 NM

(IAF)
JAPNU
210K

4 NM
056°
236°
JALTI

MSA RW05 25 NM
3500

ELEV 1031 D TDZE 1022

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 31).

3000 JALTI

4 NM Holding Pattern

HUBOX

6000 3000

236°
056°

ILUDE

056°

1.4 NM to RW05

3.00°
TCH 40

2700

RW05

5.9 NM 3.8 NM 1.4 NM

CATEGORY	A	B	C	D
LNAV MDA	1500-1	478 (500-1)	1500-1⅜ 478 (500-1⅜)	NA
CIRCLING	1500-1	469 (500-1)	1620-1½ 589 (600-1½)	NA

3000 X 75

7500 X 150

TWR

056°

MIRL Rwy 5-23 L

HIRL Rwy 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

ST. CLOUD, MINNESOTA AL-5799 (FAA) 25219

RNAV (GPS) RWY 13

ST CLOUD RGNL (STC)

WAAS CH 82013 W13A	APP CRS 133°	Rwy Ldg 7000 TDZE 1031 Apt Elev 1031

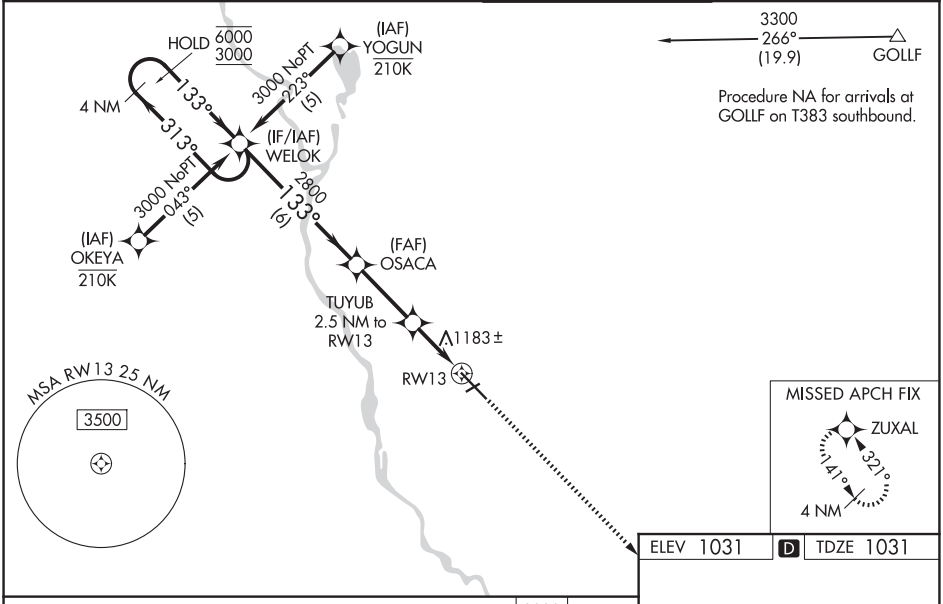
RNP APCH - GPS.

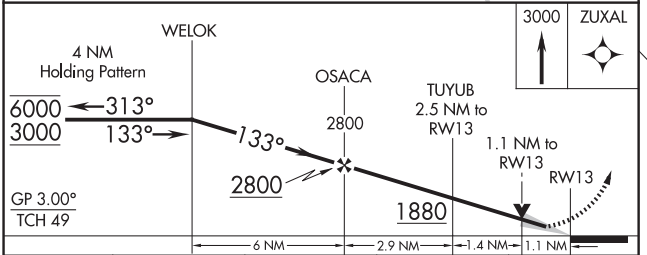
Baro-VNAV and VDP NA when using Little Falls altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Little Falls altimeter setting, increase LPV DA to 1307 feet; increase LNAV/VNAV DA to 1516 feet and all visibilities 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 1⅛ SM. When local altimeter not received and ALS inop, increase LPV visibility all Cats to ⅞ SM, LNAV/VNAV visibility all Cats and LNAV Cat C and D to 1⅜ SM.

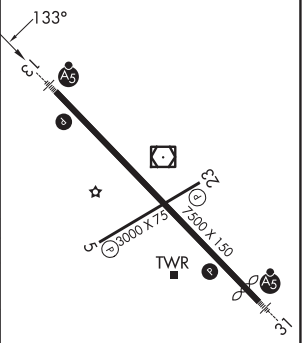
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct ZUXAL and hold.

ATIS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON
119.375	121.05 235.775	118.25 (CTAF) L	123.75







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 589 (600-1½)	1860-2¾ 829 (900-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	3000
236°	TDZE	1022
	Apt Elev	1031

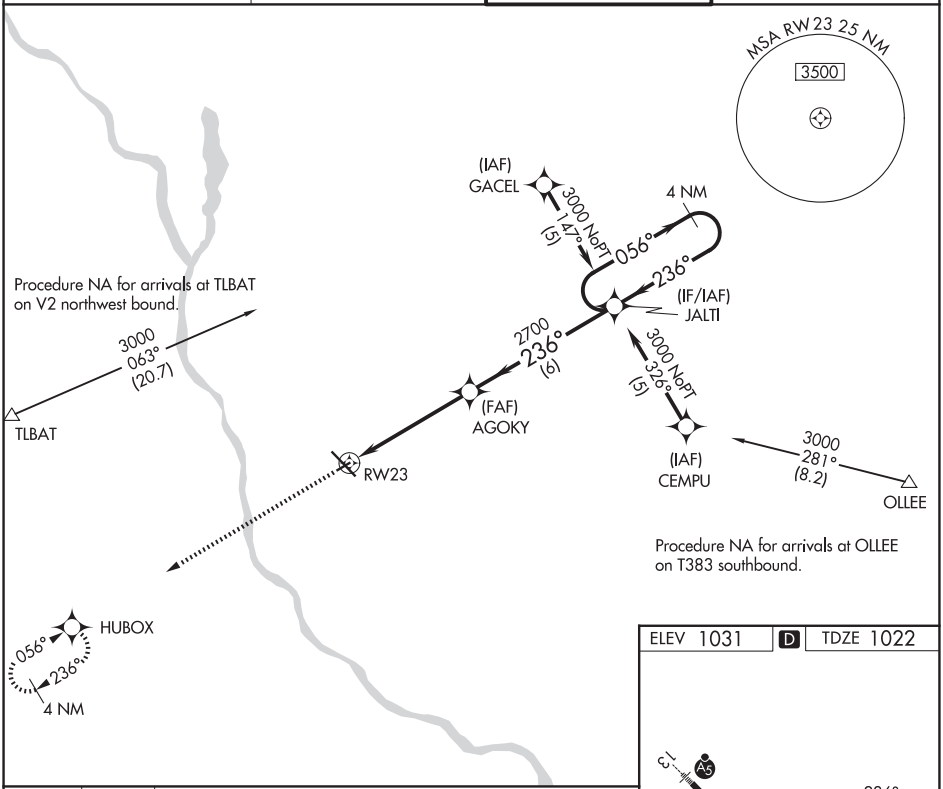
RNAV (GPS) RWY 23

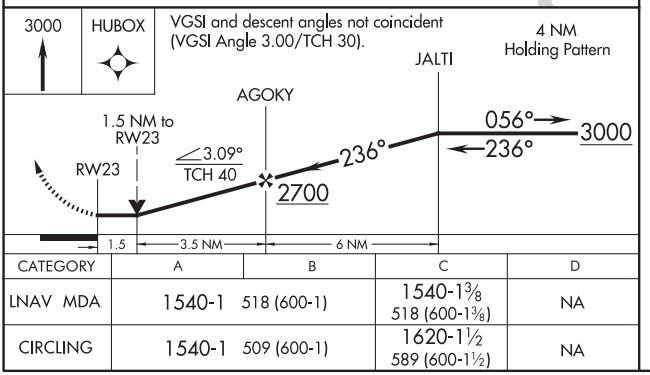
ST CLOUD RGNL (STC)

T A Rwy 23 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. VDP NA when using Little Falls altimeter setting. When local altimeter setting not received, use Little Falls altimeter setting and increase all MDA 80 feet and increase LNAV Cat C visibility ⅜ SM and Circling Cat C visibility ¼ SM.

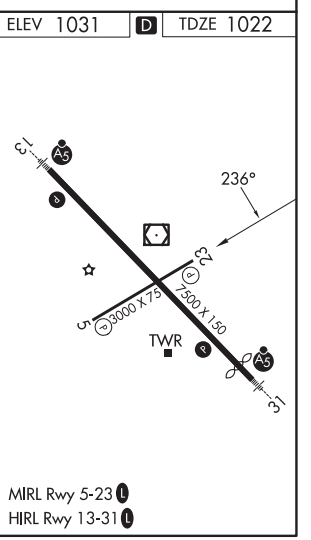
MISSED APPROACH: Climb to 3000 direct HUBOX and hold.

ATIS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON
119.375	121.05 235.775	118.25 (CTAF) L	123.75





CATEGORY	A	B	C	D
LNAV MDA	1540-1	518 (600-1)	1540-1⅜ 518 (600-1⅜)	NA
CIRCLING	1540-1	509 (600-1)	1620-1½ 589 (600-1½)	NA



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

ST CLOUD RGNL (STC)

WAAS	APP CRS	Rwy Ldg	7000
CH 61213	313°	TDZE	1020
W31A		Apt Elev	1031

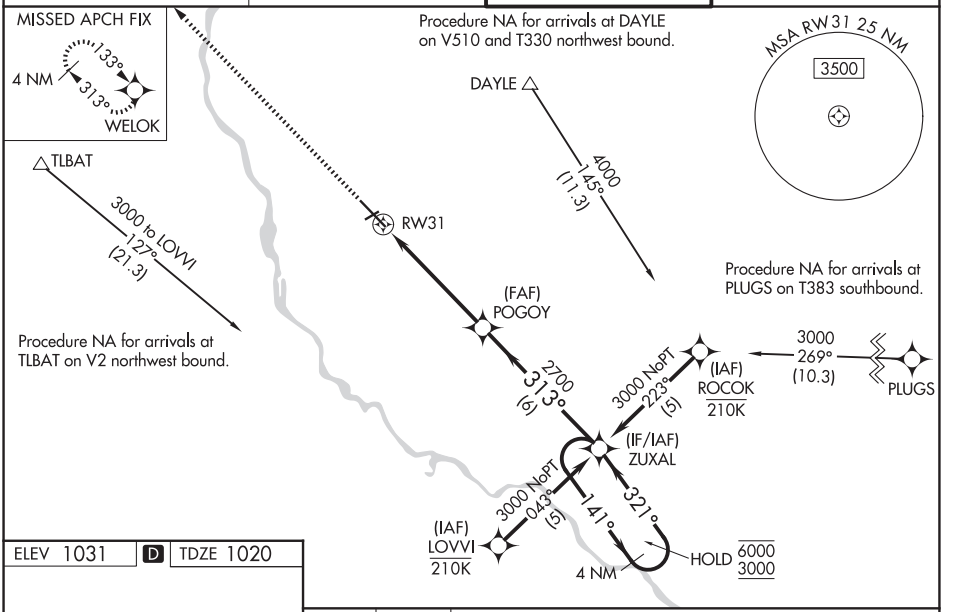
RNP APCH - GPS.

T A 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 ⅞ SM and LNAV/VNAV all Cats visibility to 1⅜ SM and LNAV Cats C and D visibility to 1⅜ 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 1⅛ SM.

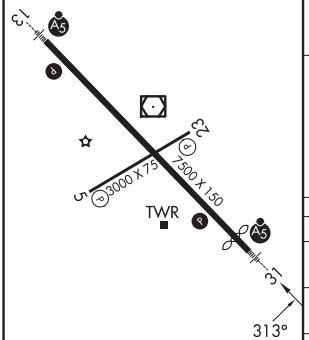
MALSR A5

MISSED APPROACH: Climb to 3000 direct WELOK and hold.

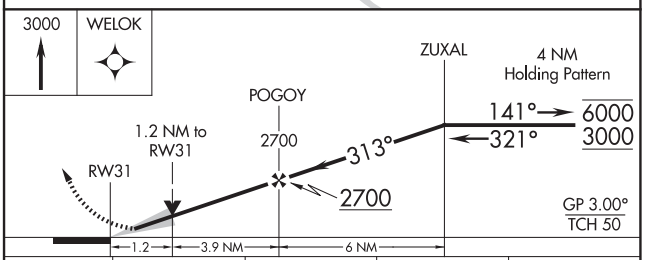
ATIS	MINNEAPOLIS CENTER	ST. CLOUD TOWER *	GND CON
119.375	121.05 235.775	118.25 (CTAF) L	123.75



ELEV 1031 D TDZE 1020



MIRL Rwy 5-23 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1220-½ 200 (200-½)			
LNAV/VNAV DA	1427-¾ 407 (400-¾)			
LNAV MDA	1460-½ 440 (500-½)		1460-¾ 440 (500-¾)	
CIRCLING	1500-1 469 (500-1)		1620-1½ 589 (600-1½)	1860-2¾ 829 (900-2¾)

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VOR RWY 31

ST CLOUD RGNL (STC)

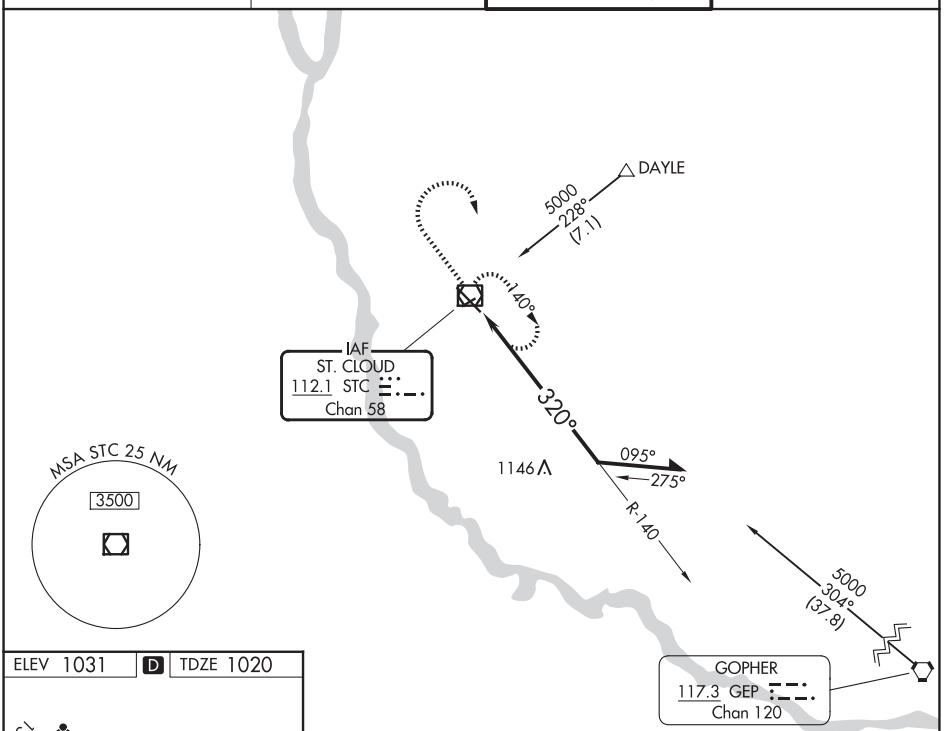
VOR/DME STC	APP CRS	Rwy Ldg	7000
112.1	320°	TDZE	1020
Chan 58		Apt Elev	1031

T A For inop ALS, increase S-31 Cat C and D visibility to 1⅜ SM.

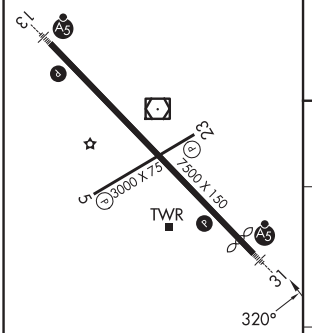
MALSR (A5)

MISSED APPROACH: Climb to 2700 then right turn direct STC VOR/DME and hold.

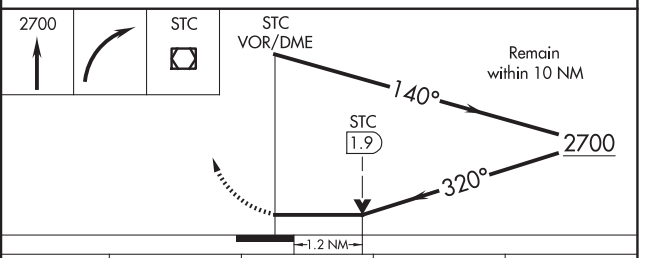
ATIS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON
119.375	121.05 235.775	118.25 (CTAF) L	123.75



ELEV 1031 D TDZ 1020



MIRL Rwy 5-23 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-31	1460-½	440 (500-½)	1460-¾ 440 (500-¾)	1460-1 440 (500-1)
CIRCLING	1500-1	469 (500-1)	1620-1½ 589 (600-1½)	1860-2¾ 829 (900-2¾)

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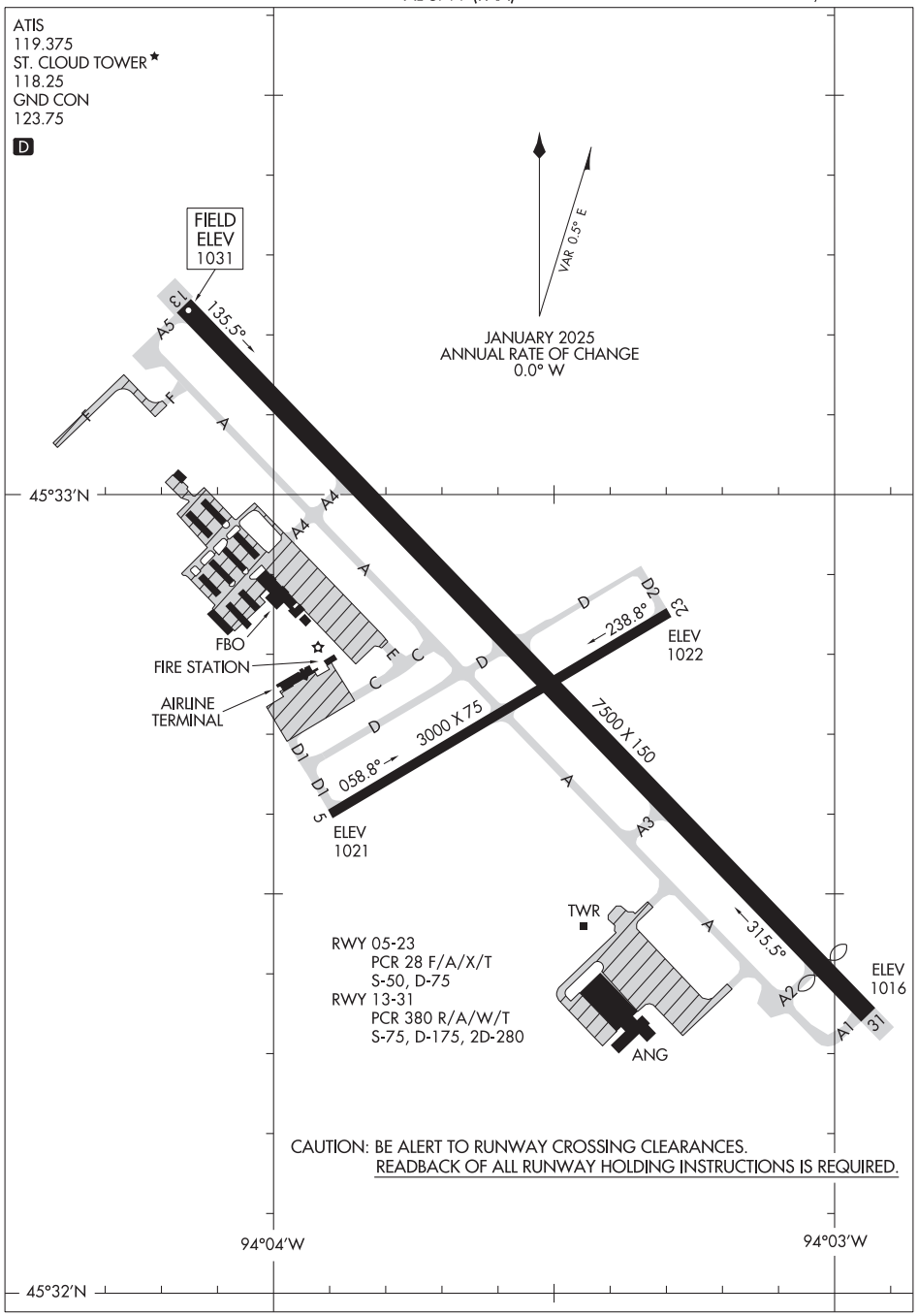
NC-1, 07 AUG 2025 to 02 OCT 2025

25219

AIRPORT DIAGRAM

AL-5799 (FAA)

ST CLOUD RGNL (STC)
ST. CLOUD, MINNESOTA



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NC-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25219

ST. CLOUD, MINNESOTA
ST CLOUD RGNL (STC)

WAAS	APP CRS	Rwy Idg	3999
CH 58138	148°	TDZE	1067
W15A		Apt Elev	1067

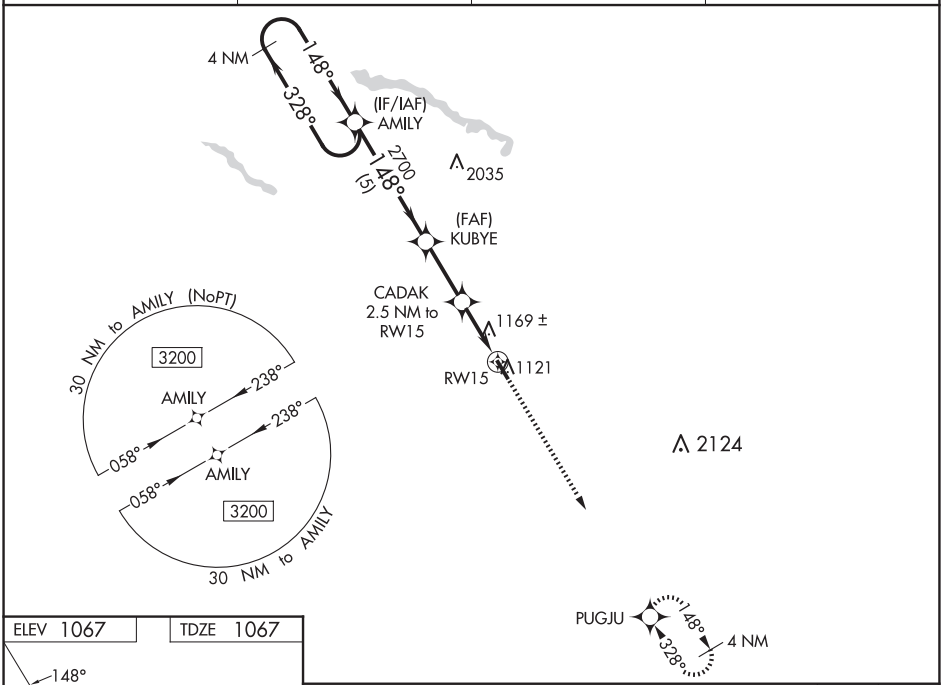
RNAV (GPS) RWY 15

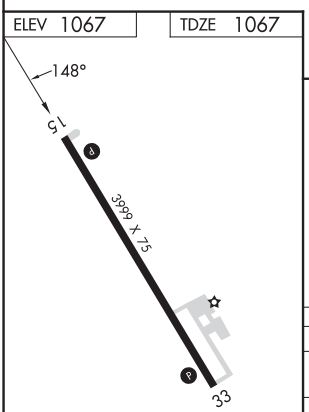
ST JAMES MUNI (JYG)

T A 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.

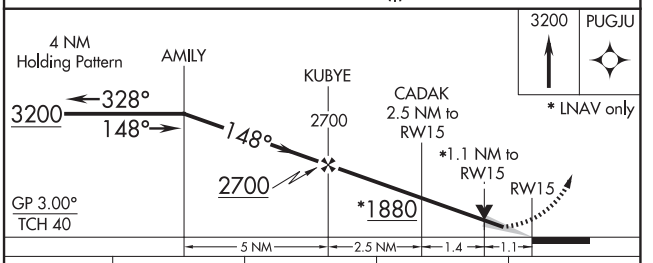
MISSED APPROACH: Climb to 3200 direct PUGJU and hold.

AWOS-3PT	MINNEAPOLIS CENTER	GCO	CTAF
123.7	127.75 257.7	121.725	122.9 L





MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L



CATEGORY	A	B	C	D
LPV DA	1317-1	250 (300-1)	NA	
LNAV/VNAV DA	1475-1⅜	408 (500-1⅜)	NA	
LNAV MDA	1420-1	353 (400-1)	NA	
C CIRCLING	1500-1 433 (500-1)	1520-1 453 (500-1)	NA	

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RNAV (GPS) RWY 33

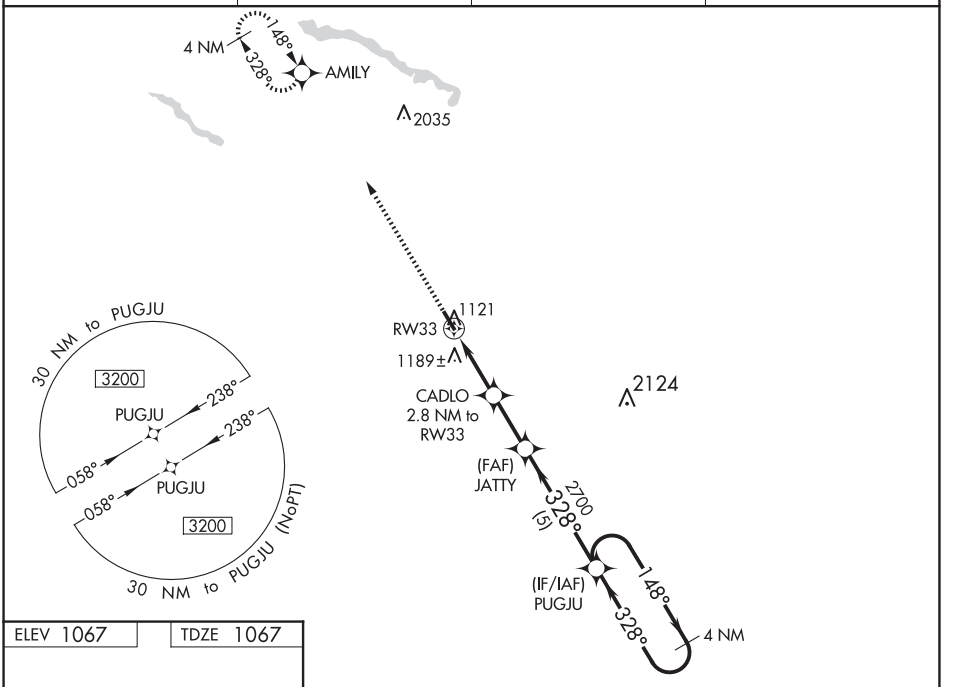
ST JAMES MUNI (JYG)

WAAS	APP CRS		
CH 53538	328°	Rwy Idg	3999
W33A		TDZE	1067
		Apt Elev	1067

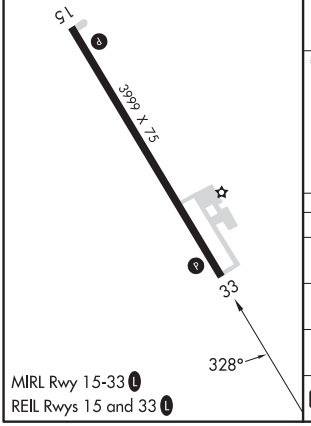
T A For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using New Ulm altimeter setting. When local altimeter setting not received, use New Ulm, MN altimeter setting and 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.

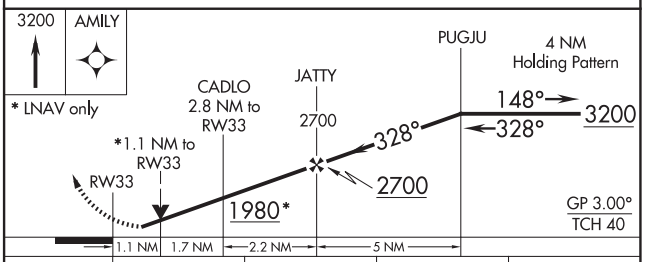
AWOS-3PT	MINNEAPOLIS CENTER	GCO	CTAF
123.7	127.75 257.7	121.725	122.9 L



ELEV 1067	TDZE 1067



MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L



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	
C CIRCLING	1500-1 433 (500-1)	1520-1 453 (500-1)	NA	

43°59′N-94°33′W

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RNAV (GPS) RWY 14

LAKE ELMO (21D)

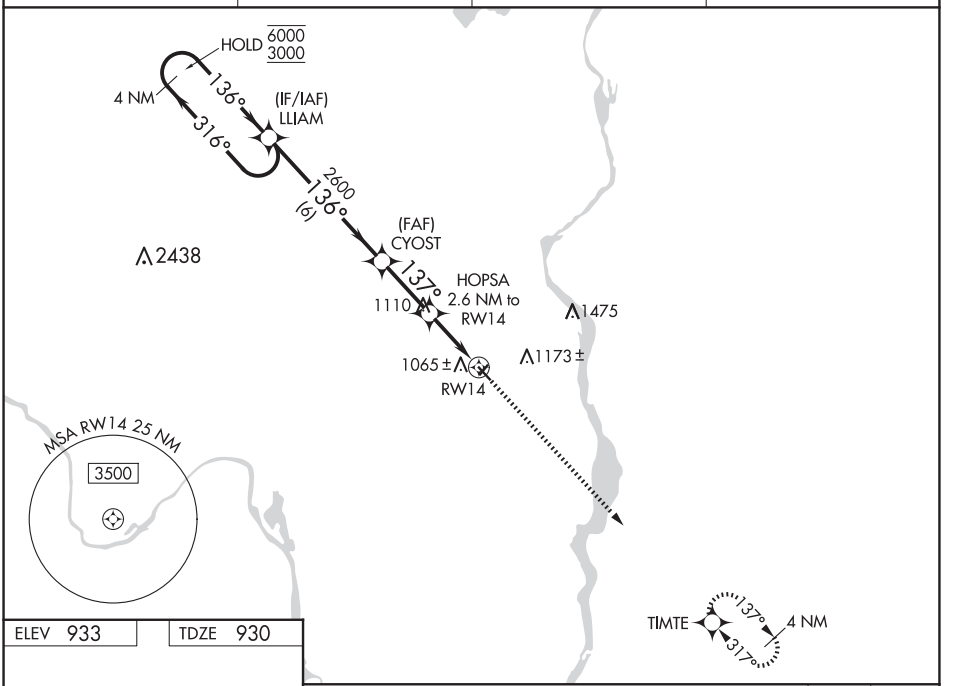
WAAS CH 56345 W14A	APP CRS 137°	Rwy Idg 3504 TDZE 930 Apt Elev 933

RNP APCH - GPS.

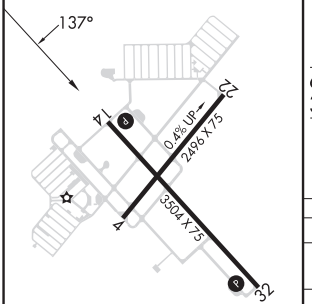
Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 4, 22 NA at night.

MISSED APPROACH: Climb 3000 direct TIMTE and hold.

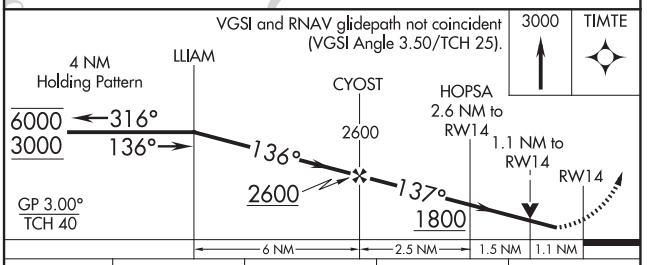
AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
120.075	121.2 335.65	118.625	123.075 (CTAF)



ELEV 933	TDZE 930



MIRL Rwy 14-32 (L)
REIL Rwys 14 and 32 (L)



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	1440-1 507 (600-1)	1500-1 567 (600-1)	NA	

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ST. PAUL, MINNESOTA | AL-5455 (FAA) | 25051

RNAV (GPS) RWY 32

LAKE ELMO (21D)

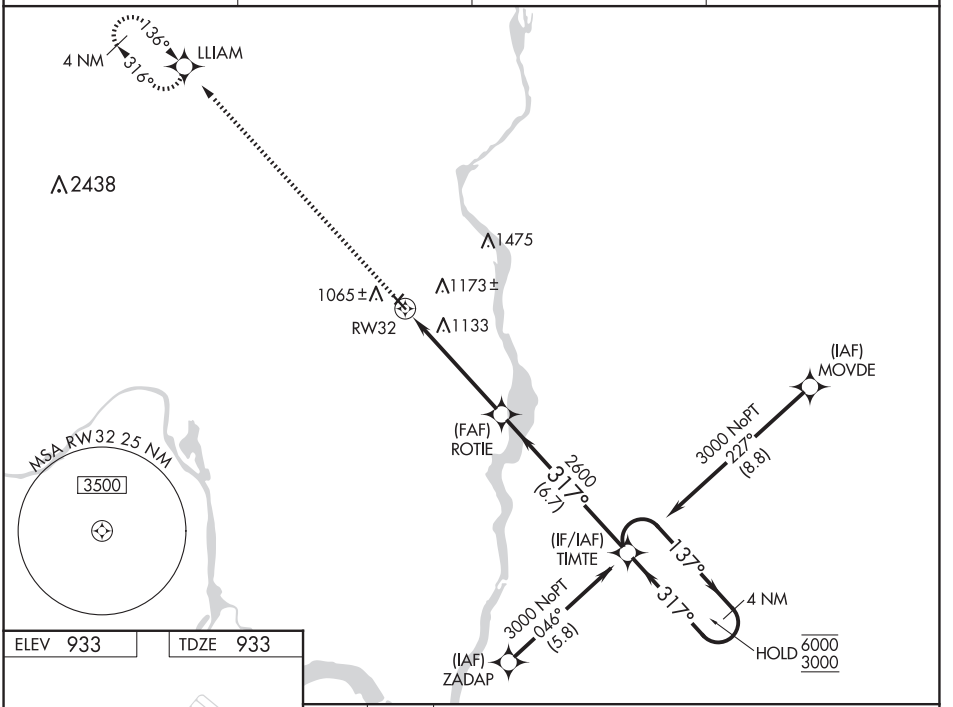
WAAS	APP CRS	Rwy Idg	3504
CH 97445	317°	TDZE	933
W32A		Apt Elev	933

RNP APCH - GPS.

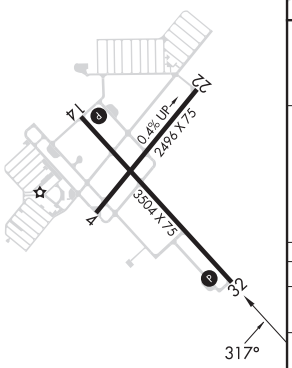
Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 4, 22 NA at night.

MISSED APPROACH: Climb to 3000 direct LLIAM and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
120.075	121.2 335.65	118.625	123.075 (CTAF) L

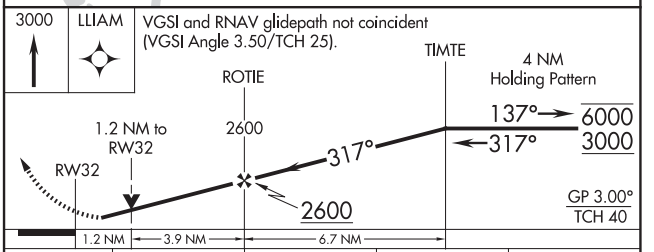


ELEV 933 | TDZE 933



MIRL Rwy 14-32 L

REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
LPV DA	1209-1 276 (300-1)		NA	
LNAV/VNAV DA	1404-1⅜ 471 (500-1⅜)		NA	
LNAV MDA	1400-1 467 (500-1)		NA	
CIRCLING	1440-1 507 (600-1)	1500-1 567 (600-1)	NA	

ST. PAUL, MINNESOTA

Orig 05OCT23

45°00'N-92°51'W

LAKE ELMO (21D)

RNAV (GPS) RWY 32

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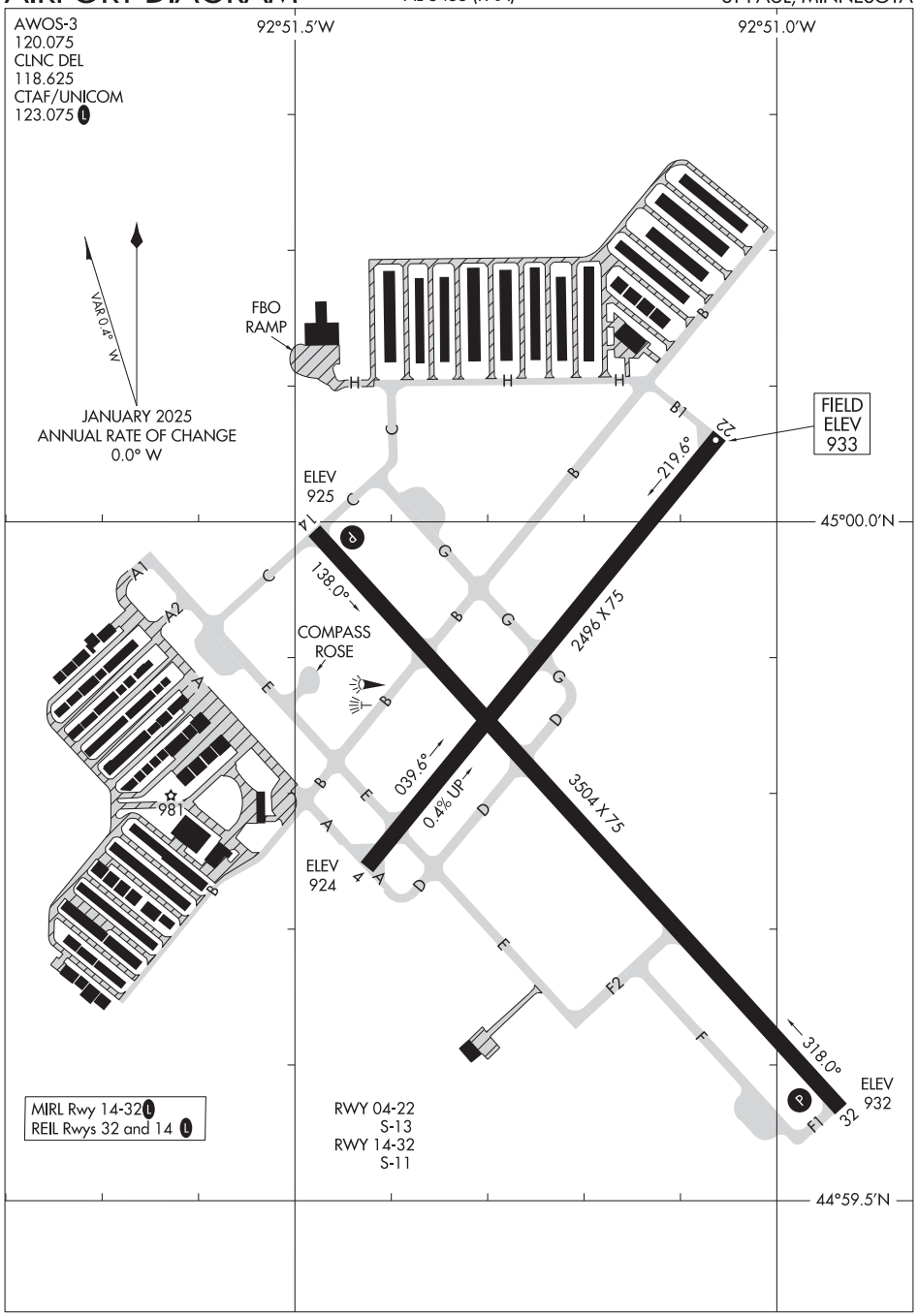

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ILS or LOC RWY 14

ST PAUL DOWNTOWN HOLMAN FLD (STP)

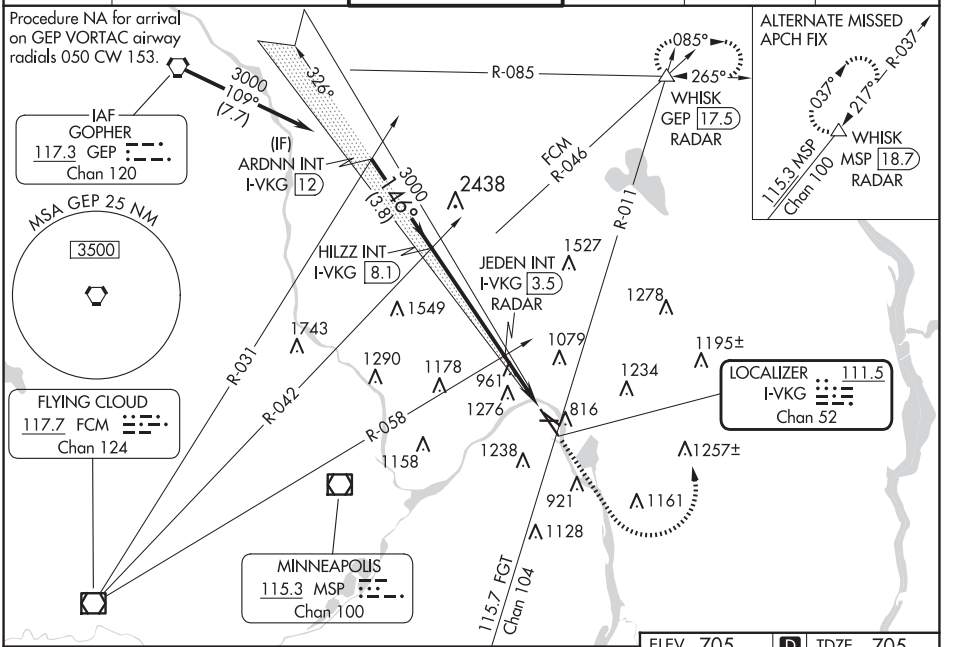
LOC/DME I-VKG	APP CRS	Rwy Idg	6148
111.5	146°	TDZE	705
Chan 52		Apt Elev	705

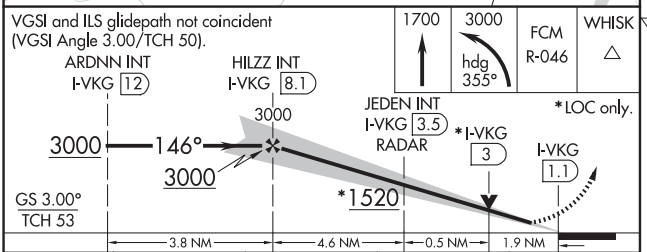
T A -30°C — Inop table does not apply to S-ILS 14. Rwy 14 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-LOC 14 Cat A visibility to RVR 5500, Cat B visibility to RVR 6000, and Cat C/D visibility to 2½ SM.

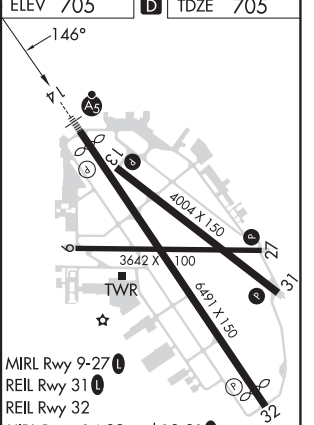
MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 on heading 355° and on FCM VOR/DME R-046 to WHISK INT/GEP 17.5 DME/RADAR and hold.

ATIS	MINNEAPOLIS APP CON	ST. PAUL TOWER ★	GND CON	CLNC DEL	UNICOM
118.35	121.2 335.65	119.1(CTAF) L 257.8	121.675	121.675	122.95







CATEGORY	A	B	C	D
S-ILS 14	955/40 250 (300-¾)			
S-LOC 14	1520/40 815 (900-¾)		1520-1⅞ 815 (900-1⅞)	
C CIRCLING	1580-1¼ 875 (900-1¼)		1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)
JEDEN FIX MINIMUMS				
S-LOC 14	1360/40 655 (700-¾)		1360-1⅜ 655 (700-1⅜)	
C CIRCLING	1580-1¼ 875 (900-1¼)		1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

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ILS or LOC RWY 32

ST PAUL DOWNTOWN HOLMAN FLD (STP)

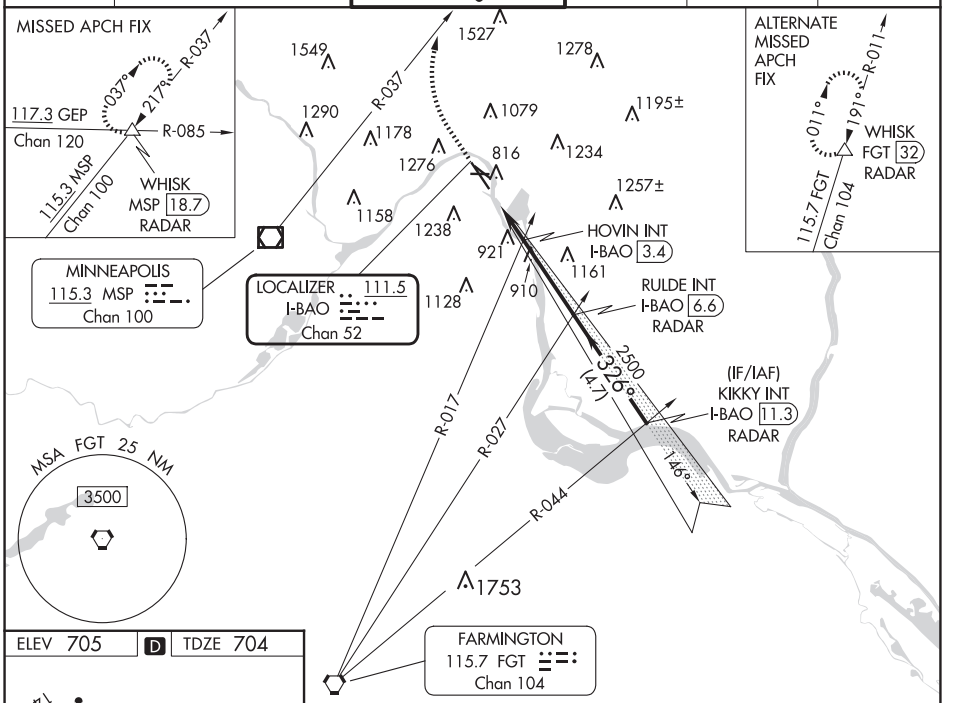
LOC/DME I-BAO	APP CRS	Rwy Idg	6109
111.5	326°	TDZE	704
Chan 52		Apt Elev	705

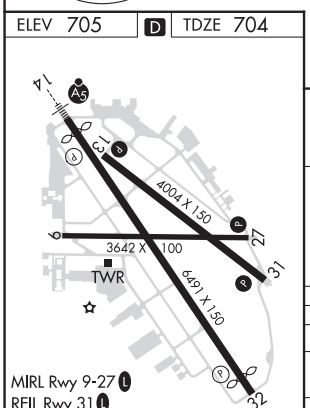
DME or RADAR required. RADAR required for procedure entry.

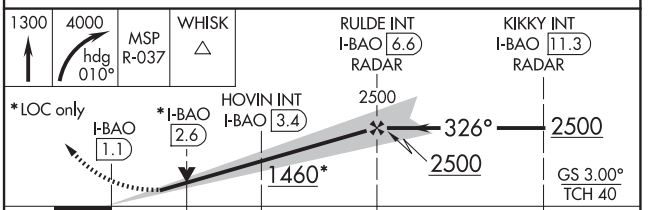
Rwy 32 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 32 all Cats and S-LOC all Cats. HOVIN fix minimums: Inop table does not apply to Cats A/B. For inop ALS, increase Cats C/D visibility to 1⅜ SM. -30°C

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.

ATIS	MINNEAPOLIS APP CON	ST. PAUL TOWER ★	GND CON	CLNC DEL	UNICOM
118.35	121.2 335.65	119.1 (CTAF) L 257.8	121.675	121.675	122.95







CATEGORY	A	B	C	D
S-ILS 32	1011/50 307 (400-1)			
S-LOC 32	1460/55 756 (800-1)	1460/60 756 (800-1¼)	1460-2 756 (800-2)	
C CIRCLING	1580-1¼ 875 (900-1¼)		1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)
HOVIN FIX MINIMUMS				
S-LOC 32	1220/55 516 (600-1)		1220-1¼ 516 (600-1¼)	
C CIRCLING	1580-1¼ 875 (900-1¼)		1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

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RNAV (GPS) RWY 14

ST PAUL DOWNTOWN HOLMAN FLD (STP)

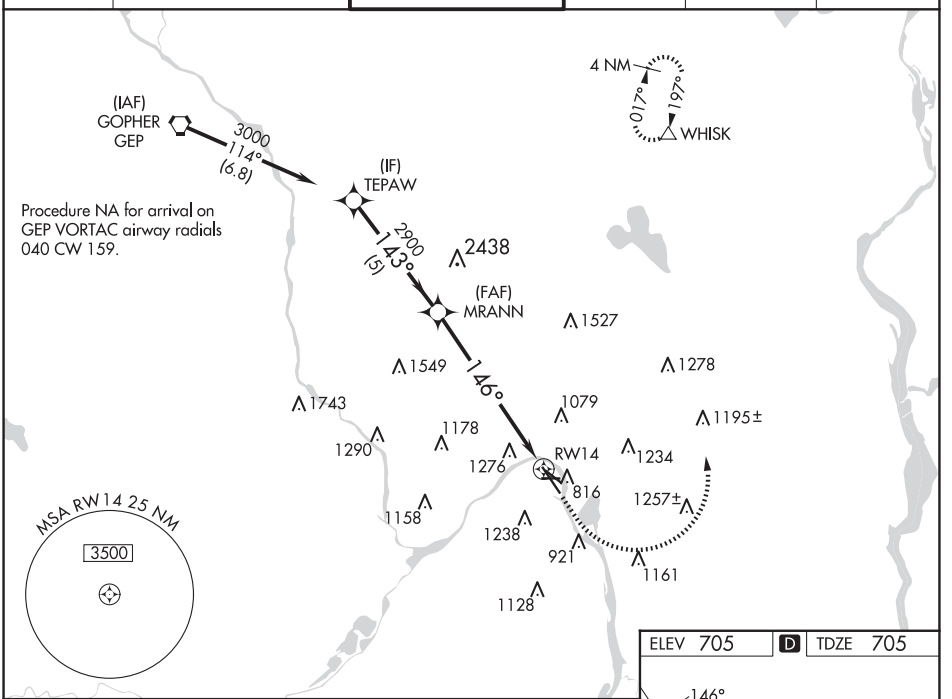
WAAS	APP CRS	Rwy Idg	6148
CH 62828	146°	TDZE	705
W14A		Apt Elev	705

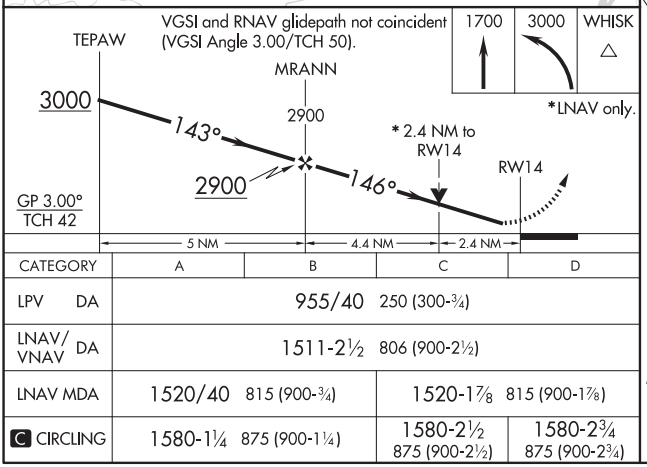
T A -30°C — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Rwy 14 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cats C and D to 2½ SM.

MALSR

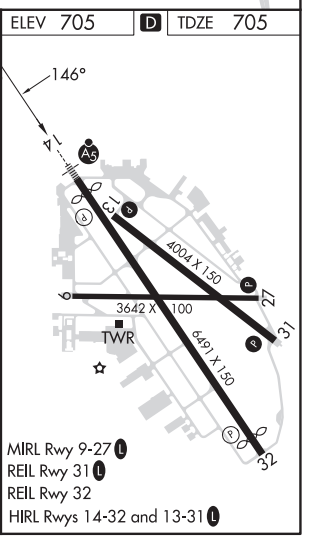
MISSED APPROACH: (Do not exceed 250K until WHISK) Climb to 1700 then climbing left turn to 3000 direct WHISK and hold.

ATIS	MINNEAPOLIS APP CON	ST. PAUL TOWER ★	GND CON	CLNC DEL	UNICOM
118.35	121.2 335.65	119.1(CTAF) L 257.8	121.675	121.675	122.95





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)	
C CIRCLING	1580-1¼ 875 (900-1¼)		1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)



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RNAV (GPS) RWY 32

ST PAUL DOWNTOWN HOLMAN FLD (STP)

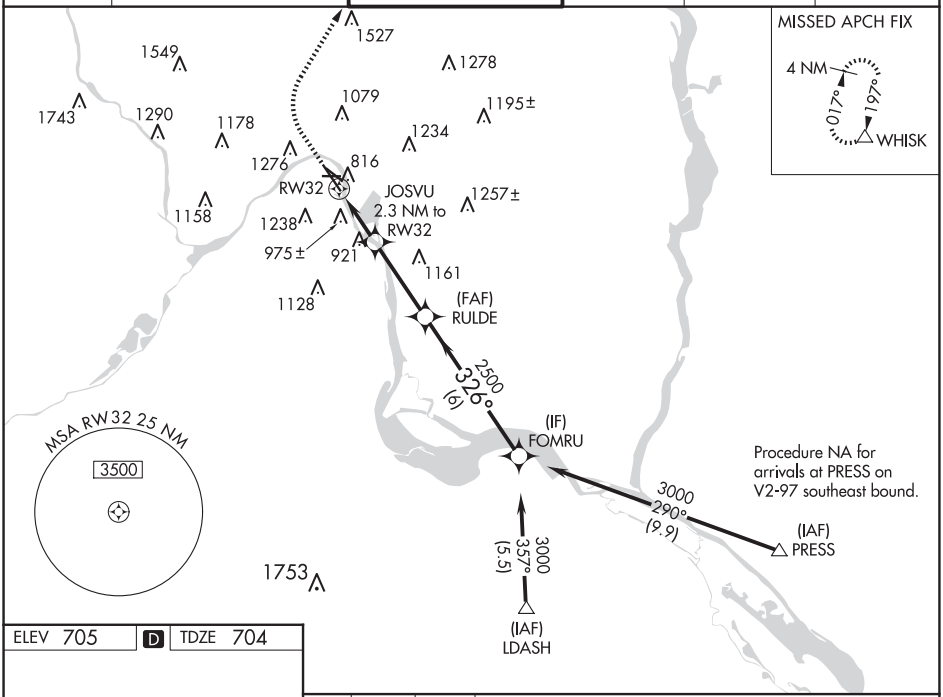
WAAS	APP CRS		
CH 50123	326°	Rwy Idg	6109
W32A		TDZE	704
		Apt Elev	705

RNP APCH - GPS.

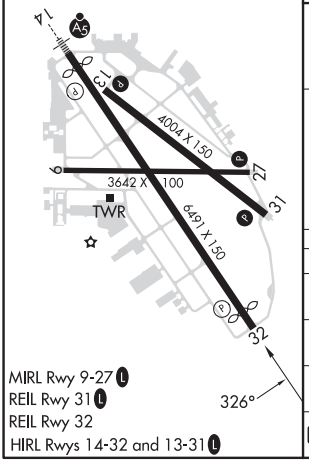
T A -30°C Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct WHISK and hold.

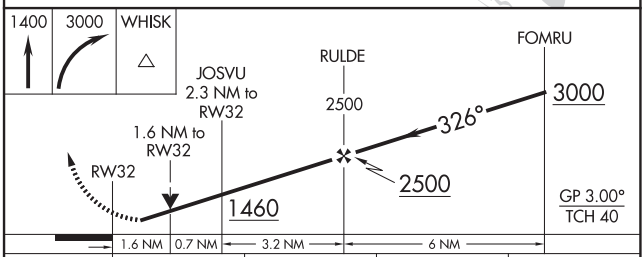
ATIS	MINNEAPOLIS APP CON	ST. PAUL TOWER ★	GND CON	CLNC DEL	UNICOM
118.35	121.2 335.65	119.1(CTAF) D 257.8	121.675	121.675	122.95



ELEV 705 D TDZE 704



MIRL Rwy 9-27 L
REIL Rwy 31 L
REIL Rwy 32
HIRL Rwys 14-32 and 13-31 L

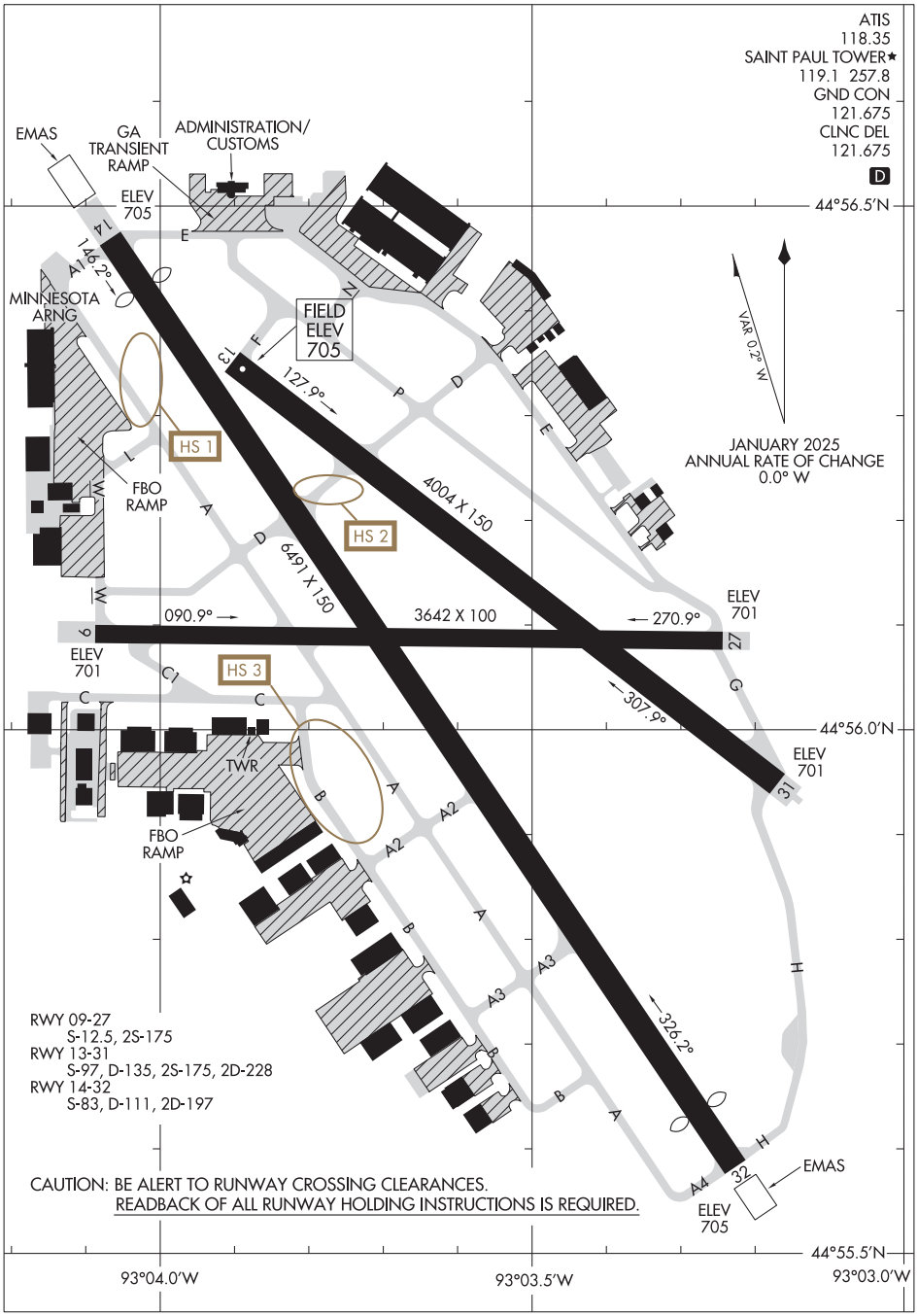


CATEGORY	A	B	C	D
LPV DA	1031/50 327 (400-1)			
LNAV/VNAV DA	1258-1⅝ 554 (600-1⅝)			
LNAV MDA	1240/55 536 (600-1)		1240-1½ 536 (600-1½)	
C CIRCLING	1580-1¼ 875 (900-1¼)		1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

25107
AIRPORT DIAGRAM

ST PAUL DOWNTOWN HOLMAN FLD (STP)
AL-263 (FAA)
ST PAUL, MINNESOTA



NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107
ST PAUL, MINNESOTA
ST PAUL DOWNTOWN HOLMAN FLD (STP)

MINNEAPOLIS DEP CON
121.2 335.65
ATIS
118.35
CLNC DEL
121.675
ST. PAUL TOWER★
119.1 257.8
GOPHER
117.3 GEP
Chan 120
EAU CLAIRE
113.65 EAU
Chan 83(Y)
FLYING CLOUD
117.7 FCM
Chan 124
DELLS
117.0 DLL
Chan 117
FALLS 1 MOA
R-6901A
R-6901B
R-119
R-251
R-233
R-203
R-296
TAXEE
COULT
LMFRY
(15)
(19)
46
61
80
119°
091°
128°
146°
326°
271°
1400
1300
1400
1400
1700
9000
*3500
116°
(103)
9000
*2600
119°
N
TAKEOFF MINIMUMS
Rwy 9: Standard with minimum climb of 340' per NM to 1300.
Rwy 13: Standard with minimum climb of 230' per NM to 1500.
Rwy 14: Standard.
Rwy 27: 600-2 or standard with minimum climb of 442' per NM to 1500.
Rwy 31: NA-obstacles.
Rwy 32: Standard with minimum climb of 340' per NM to 3000.
NOTE: RADAR required.
NOTE: Chart not to scale.
(CONTINUED ON FOLLOWING PAGE)

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 LMFRY INT then on DLL R-296 to DLL VORTAC.

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 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.

(ORSKY3.ORSKY) 23334

ORSKY THREE DEPARTURE

ST PAUL DOWNTOWN HOLMAN FLD (STP)

AL-263 (FAA)

ST PAUL, MINNESOTA

NC-1, 07 AUG 2025 to 02 OCT 2025

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

1400
326°
1700
271°
091°
1400
128°
146°
1300
1400

MINNEAPOLIS
115.3 MSP
Chan 100

R-208

208°

20

JURNY

R-258

FARMINGTON
115.7 FGT
Chan 104

(13)

33

RUMLE

R-318

(15)

48

PEDLN
9000 (MRA)

R-268

HALFWAY
111.2 FOW
Chan 49

(37)

85

ORSKY
9000 (MRA)

9000
*2600
208°
(26)

111

ONTIJ
12000 (MRA)

R-306

R-278

MASON CITY
114.9 MCW
Chan 96

R-015

OMAHA
116.3 OVR
Chan 110

TAKEOFF MINIMUMS

Rwy 9: Standard with minimum climb of 340′ per NM to 1300.
Rwy 13: Standard with minimum climb of 235′ per NM to 1500.
Rwy 14: Standard.
Rwy 27: 600-2 or standard with minimum climb of 442′ per NM to 1500.
Rwy 31: NA-Obstacles.
Rwy 32: Standard with minimum climb of 340′ per NM to 3000.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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.

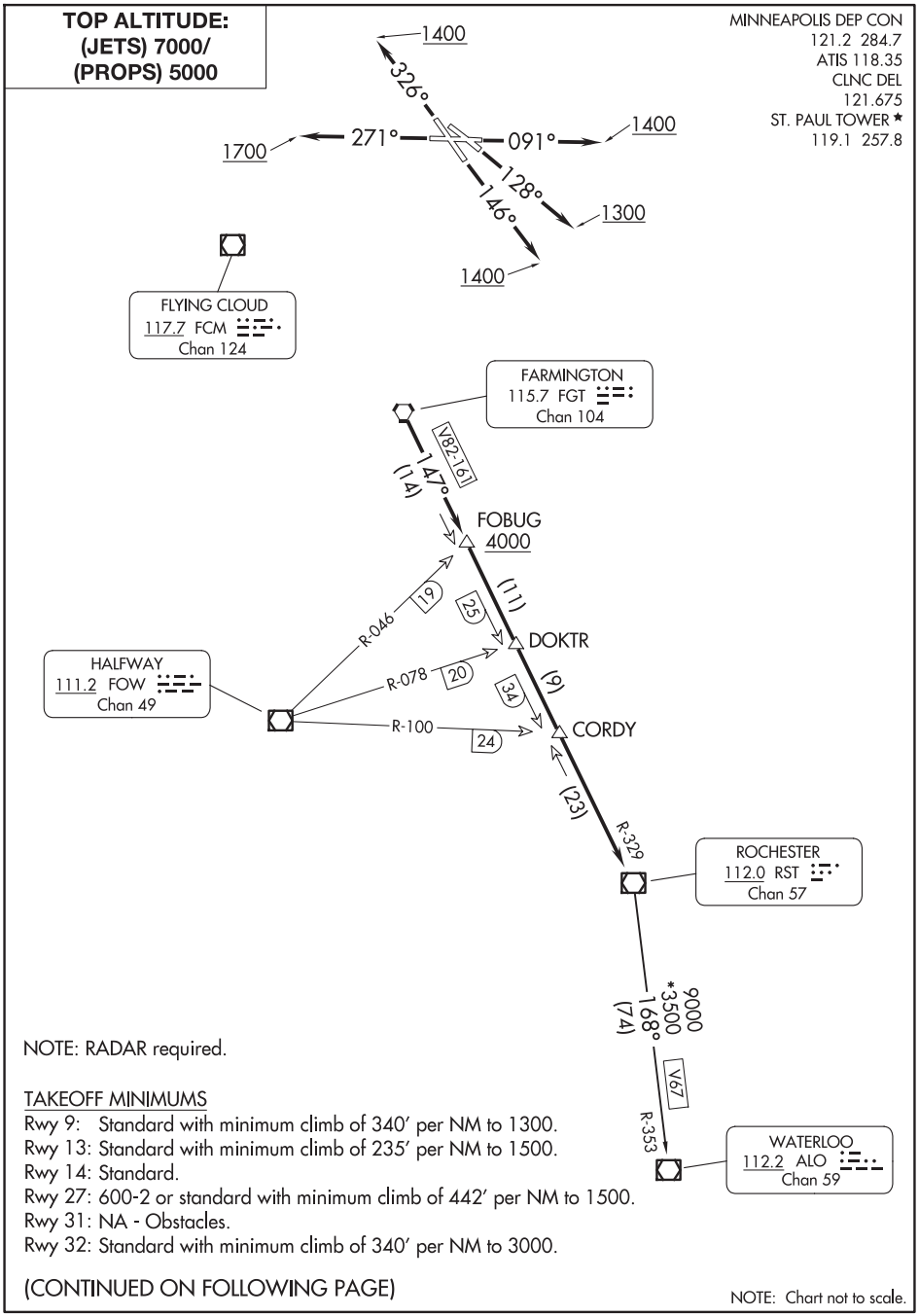
ONTIJ TRANSITION (ORSKY3.ONTIJ): From over ORSKY INT on MSP R-208 to ONTIJ INT.

NC-1, 07 AUG 2025 to 02 OCT 2025

(RST1.RST) 23334

ROCHESTER ONE DEPARTURE

ST PAUL DOWNTOWN HOLMAN FLD (STP)
AL-263 (FAA)
ST. PAUL, MINNESOTA



NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 9: Standard with minimum climb of 340′ per NM to 1300.
Rwy 13: Standard with minimum climb of 235′ per NM to 1500.
Rwy 14: Standard.
Rwy 27: 600-2 or standard with minimum climb of 442′ per NM to 1500.
Rwy 31: NA - Obstacles.
Rwy 32: Standard with minimum climb of 340′ per NM to 3000.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

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.

NC-1, 07 AUG 2025 to 02 OCT 2025

(SCHEP1.SCHEP) 23334

SCHEP ONE DEPARTURE

ST PAUL DOWNTOWN HOLMAN FLD (STP)

AL-263 (FAA)

ST. PAUL, MINNESOTA

(CONTINUED ON FOLLOWING PAGE)

NC-1, 07 AUG 2025 to 02 OCT 2025

SCHEP ONE DEPARTURE

(SCHEP1.SCHEP) 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-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.

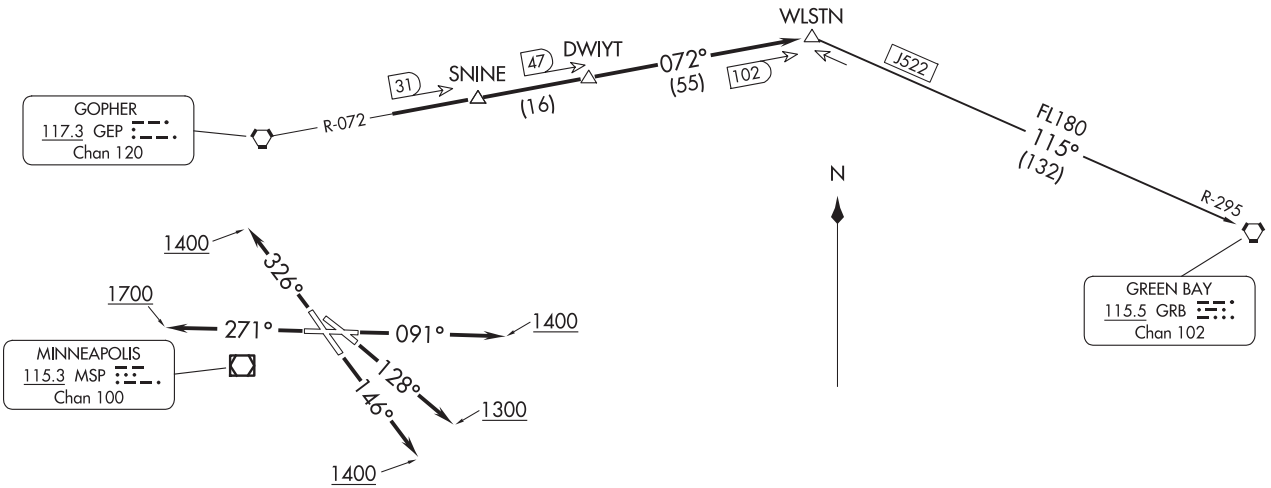
NC-1, 07 AUG 2025 to 02 OCT 2025

WLSTN SEVEN DEPARTURE
(WLSTN7.WLSTN) 17AUG17

ST. PAUL, MINNESOTA
ST PAUL DOWNTOWN HOLMAN FLD (STP)

MINNEAPOLIS DEP CON
121.2 335.65
ATIS
118.35
CLNC DEL
121.675
ST. PAUL TOWER★
119.1 257.8

TOP ALTITUDE:
(JETS) 7000/
(PROPS) 5000



TAKEOFF MINIMUMS
Rwy 9: Standard with minimum climb of 340′ per NM to 1300.
Rwy 13: Standard with minimum climb of 235′ per NM to 1500.
Rwy 14: Standard.
Rwy 27: 600-2 or standard with minimum climb of 442′ per NM to 1500.
Rwy 31: NA-Obstacles.
Rwy 32: Standard with minimum climb of 340′ per NM to 3000.

NOTE: RADAR required.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(WLSTN7.WLSTN) 23334
WLSTN SEVEN DEPARTURE
AL-263 (FAA)
ST. PAUL, MINNESOTA
ST PAUL DOWNTOWN HOLMAN FLD (STP)

NC-1, 07 AUG 2025 to 02 OCT 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, 07 AUG 2025 to 02 OCT 2025

ZMBRO SEVEN DEPARTURE

(ZMBRO7.ZMBRO) 17AUG17

ST. PAUL, MINNESOTA
ST PAUL DOWNTOWN HOLMAN FLD (STP)

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, 07 AUG 2025 to 02 OCT 2025

SAUK CENTRE, MINNESOTA | AL-9262 (FAA) | 24137

RNAV (GPS) RWY 14

SAUK CENTRE MUNI (D39)

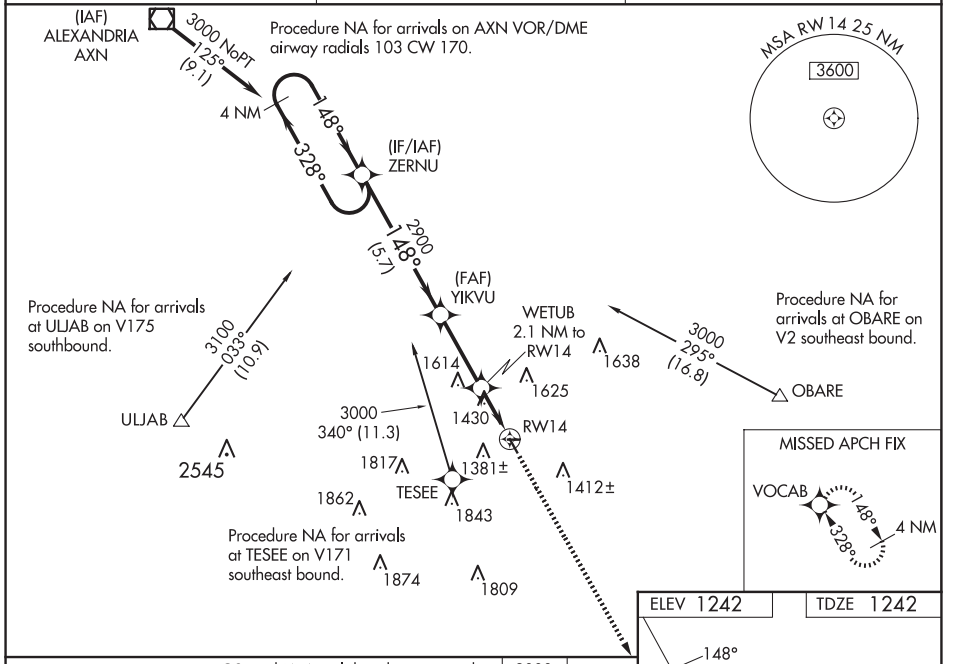
WAAS	APP CRS		
CH 97636	148°	Rwy Idg	3296
W14A		TDZE	1242
		Apt Elev	1242

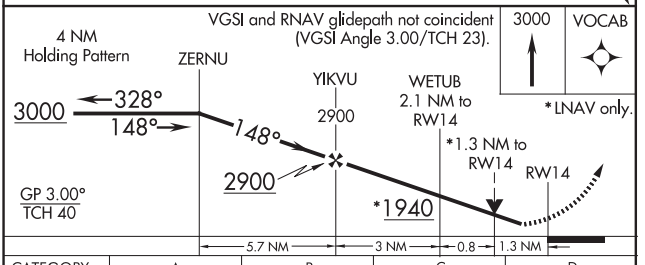
RNP APCH -GPS.

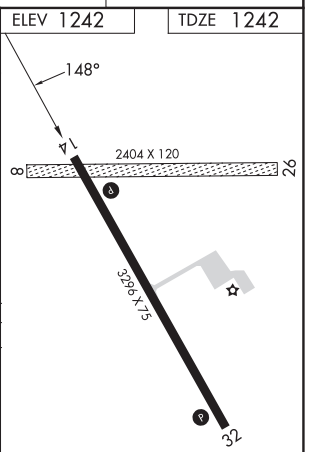
T A Baro-VNAV NA when using Glenwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C . VDP NA with Glenwood altimeter setting. When local altimeter setting not received, use Glenwood altimeter setting and increase all DA/MDA 60 feet, increase LNAV/VNAV all Cats visibility ⅛ mile. Rwy 14 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 8 and 26.

MISSED APPROACH: Climb to 3000 direct VOCAB and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.475	126.1 269.2	122.9 L







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	
C CIRCLING	1700-1 458 (500-1)	1740-1 498 (500-1)	NA	

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WAAS CH 56622 W32A	APP CRS 328°	Rwy Idg 3296 TDZE 1242 Apt Elev 1242

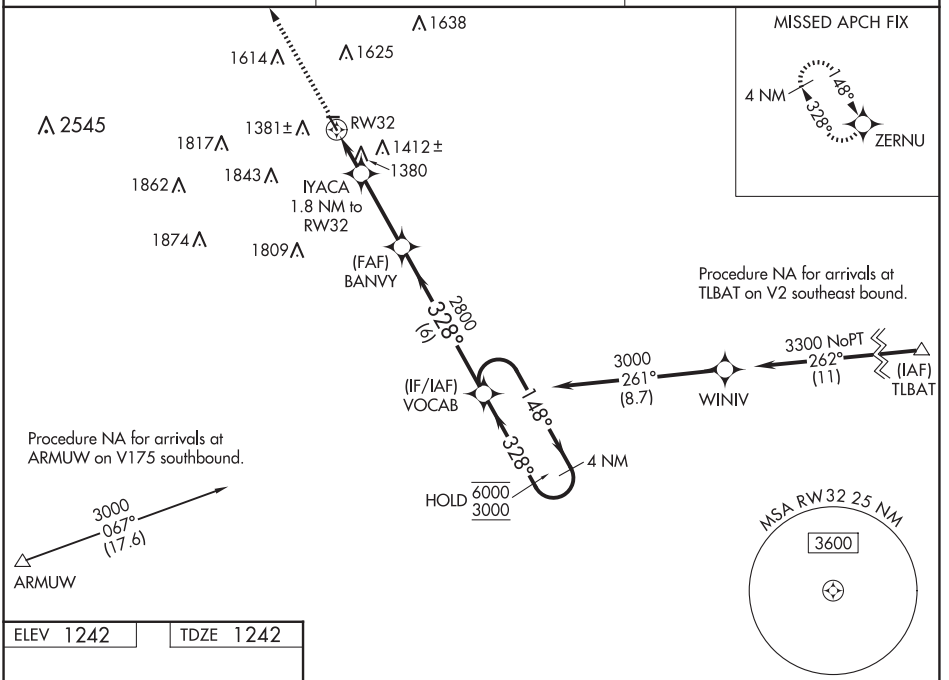
RNAV (GPS) RWY 32
SAUK CENTRE MUNI (D39)

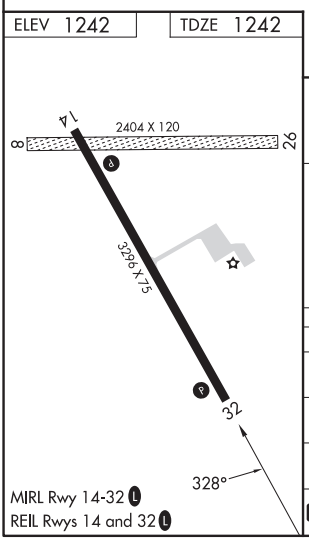
RNP APCH - GPS.

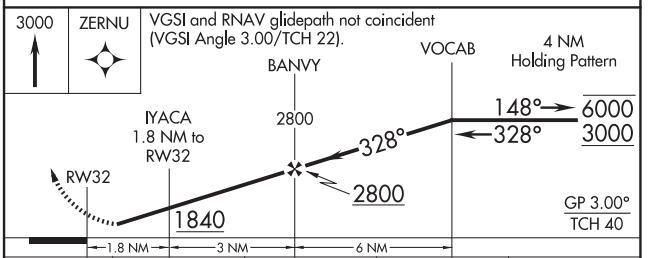
Circling NA to Rwys 8 and 26. Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct ZERNU and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.475	126.1 269.2	122.9 (L)







CATEGORY	A	B	C	D
LPV DA	1492-1 250 (300-1)		NA	
LNAV/VNAV DA	1693-1⅜ 451 (500-1⅜)		NA	
LNAV MDA	1680-1 438 (500-1)		NA	
(C) CIRCLING	1700-1 458 (500-1)	1740-1 498 (500-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 3

JOE FOSS FLD (FSD)

LOC I-FSD	APP CRS	Rwy Ldg	8999
109.9	030°	TDZE	1424
		Apt Elev	1430

ADF or RADAR required.

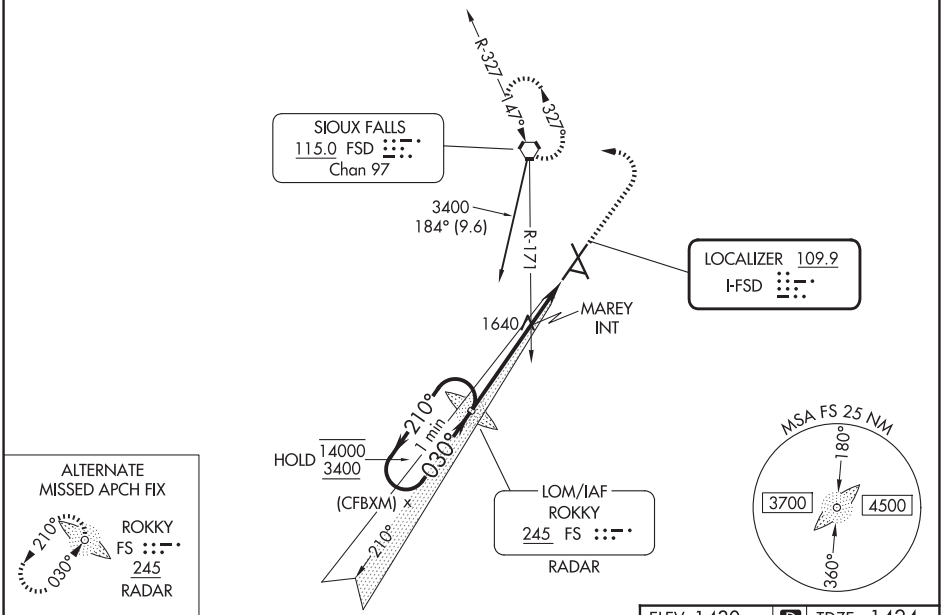
For inop ALS, increase S-LOC 3 Cats C/D visibility to 1⅞ SM, and S-LOC 3 MAREY fix minimums Cats C/D to 1⅜ SM.

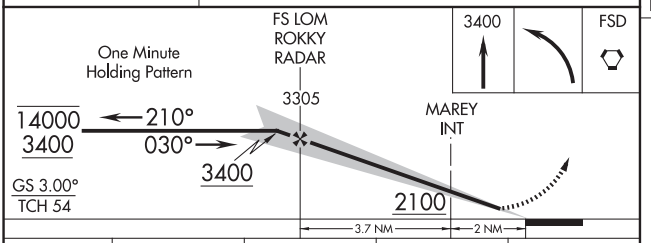
-30°C

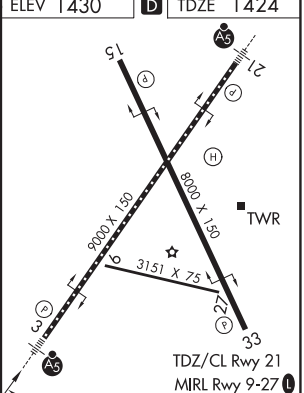
MALSR

MISSED APPROACH: Climb to 3400 then left turn direct FSD VORTAC and hold.

ATIS	SIOUX FALLS APP CON ★	SIOUX FALLS TOWER ★	GND CON	UNICOM
126.6	125.8 284.725	118.3 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D
S-ILS 3	1674/24 250 (300-½)			
S-LOC 3	2100/24 676 (700-½)		2100-1½ 676 (700-1½)	
CIRCLING	2100-1 670 (700-1)		2100-1⅞ 670 (700-1⅞)	2200-2½ 770 (800-2½)
MAREY FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 3	1940/24 516 (600-½)		1940/55 516 (600-1)	
CIRCLING	1980-1 550 (600-1)		2060-1¾ 630 (700-1¾)	2200-2½ 770 (800-2½)

FAF to MAP 5.7 NM

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

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 21

JOE FOSS FLD (FSD)

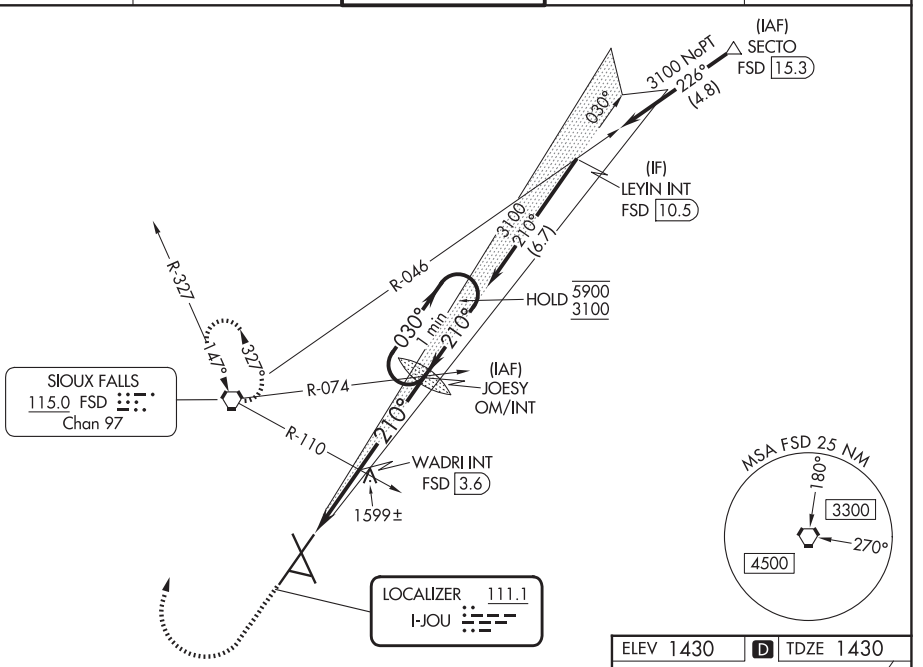
LOC I-JOU	APP CRS	Rwy Ldg	8999
111.1	210°	TDZE	1430
		Apt Elev	1430

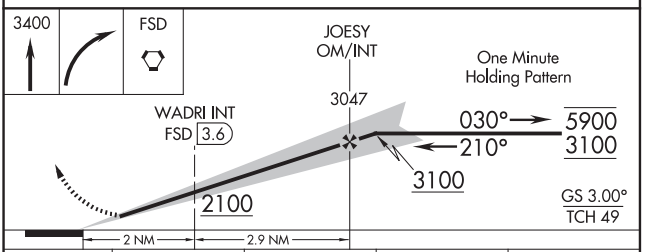
T A -30°C For inop ALS. increase S-LOC 21 Cats C/D visibility to 1⅞ SM and S-LOC 21 WADRI fix minimums Cats C/D visibility to RVR 5500.

MALSR

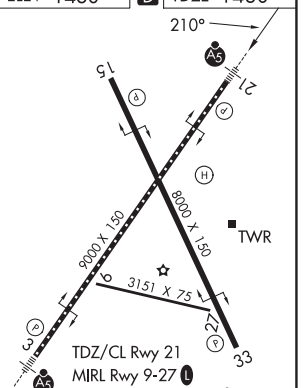
MISSED APPROACH: Climb to 3400 then right turn direct FSD VORTAC and hold.

ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 284.725	118.3 (CTAF) L 257.8	121.9 348.6	122.95





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)		2100-1⅞ 670 (700-1⅞)	2200-2½ 770 (800-2½)
WADRI FIX MINIMUMS				
S-LOC 21	1800/24 370 (400-½)		1800/35 370 (400-⅝)	
CIRCLING	1980-1 550 (600-1)		2060-1¾ 630 (700-1¾)	2200-2½ 770 (800-2½)



FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

SIOUX FALLS, SOUTH DAKOTA | AL-396 (FAA) | 25219

RNAV (GPS) RWY 3

JOE FOSS FLD (FSD)

WAAS	APP CRS	Rwy Ldg	8999
CH 97722	030°	TDZE	1424
W03A		Apt Elev	1430

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 1⅜ SM.

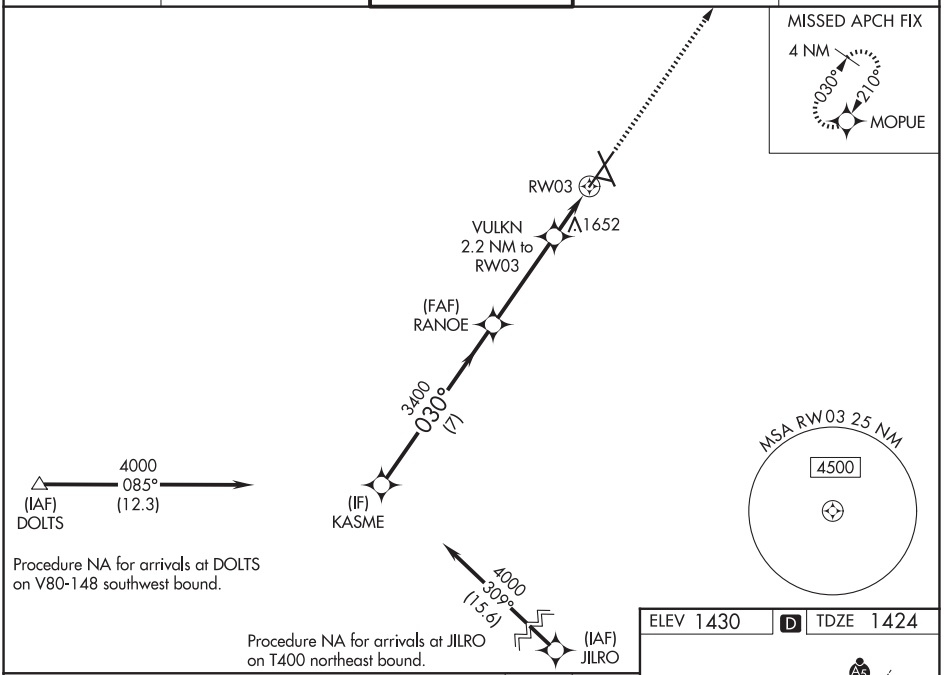
ASR

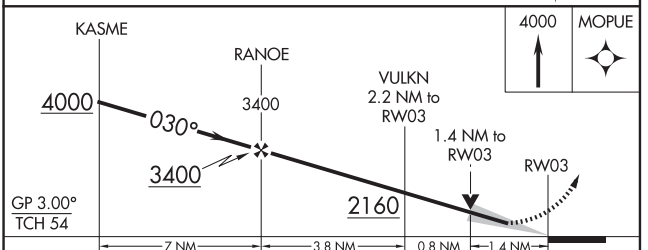
-30°C

MALSR

MISSED APPROACH: Climb to 4000 direct MOPUE and hold.

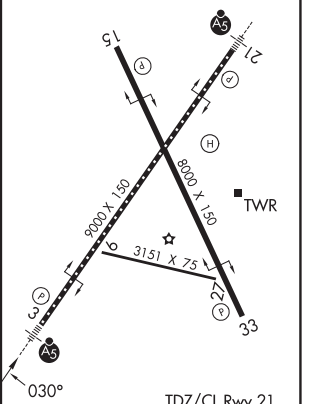
ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 284.725	118.3 (CTAF) L 257.8	121.9 348.6	122.95





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 630 (700-1¾)	2200-2½ 770 (800-2½)

ELEV 1430 | D | TDZE 1424



TDZ/CL Rwy 21
MIRL Rwy 9-27 L
REIL Rwys 15 and 33 L
HIRL Rwys 3-21 and 15-33 L

SIOUX FALLS, SOUTH DAKOTA
Amdt 1E 15JUN23

43°35′N-96°45′W

JOE FOSS FLD (FSD)
RNAV (GPS) RWY 3

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	3151
098°	TDZE	1424
	Apt Elev	1430

RNAV (GPS) RWY 9

JOE FOSS FLD (FSD)

RNP APCH - GPS.

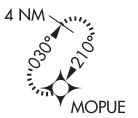
ASR

-30°C

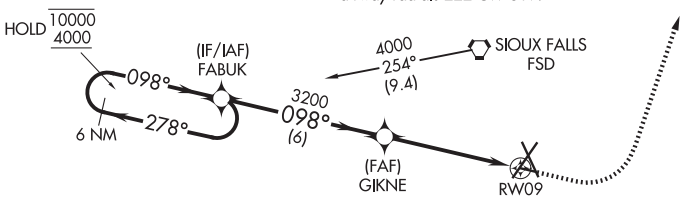
Rwy 9 helicopter visibility reduction below ¾ SM NA.

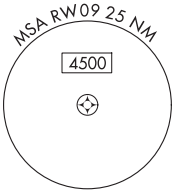
MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct MOPUE and hold.

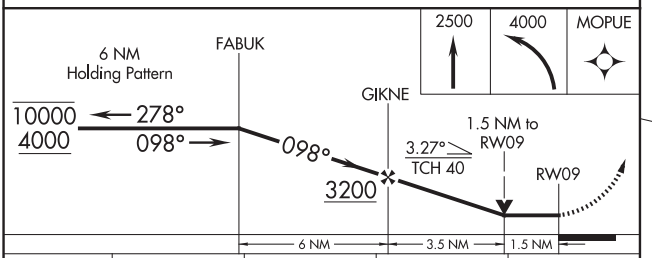
ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 284.725	118.3 (CTAF) L 257.8	121.9 348.6	122.95



Procedure NA for arrival on FSD VORTAC airway radials 222 CW 319.

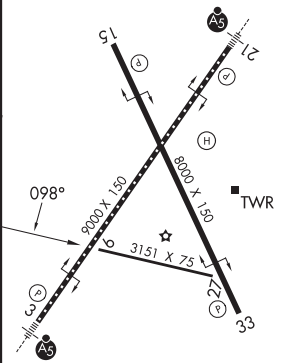






CATEGORY	A	B	C	D
LNAV MDA	2000-1	576 (600-1)	NA	
CIRCLING	2000-1	570 (600-1)	NA	

ELEV 1430 D TDZE 1424



TDZ/CL Rwy 21

MIRL Rwy 9-27 L

REIL Rwys 15 and 33 L

HIRL Rwys 3-21 and 15-33 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

SIOUX FALLS, SOUTH DAKOTA | AL-396 (FAA) | 25219

RNAV (GPS) RWY 15

JOE FOSS FLD (FSD)

WAAS	APP CRS	Rwy Ldg	8000
CH 90235	150°	TDZE	1429
W15A		Apt Elev	1430

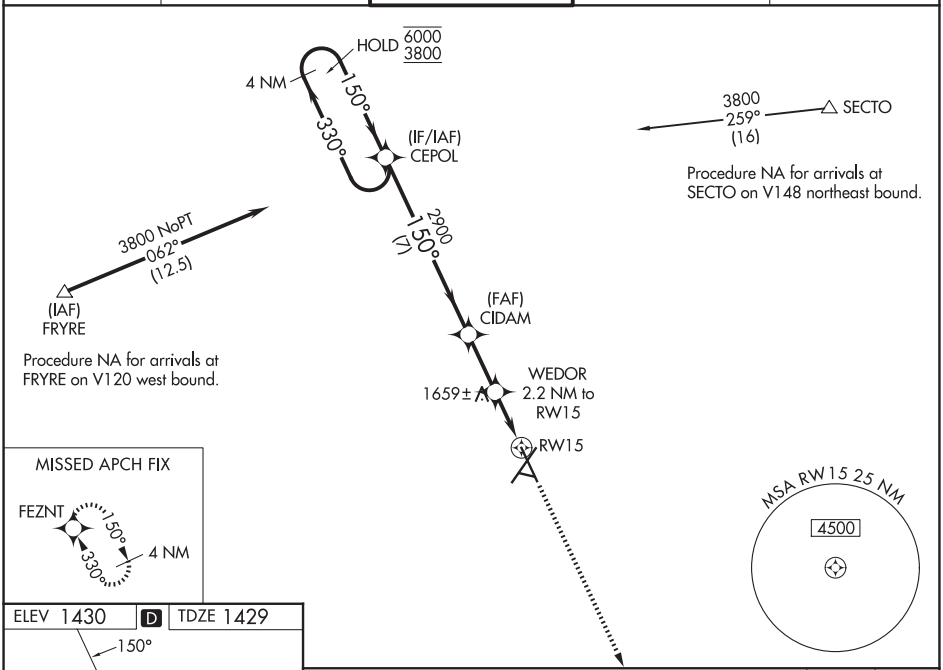
RNP APCH-GPS.

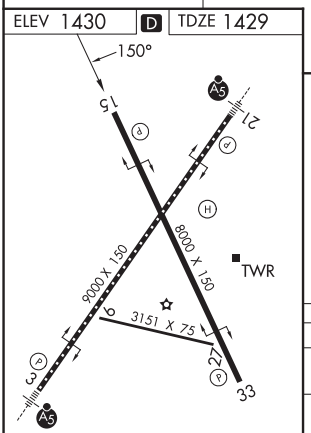
T A ASR -30°C

Rwy 15 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

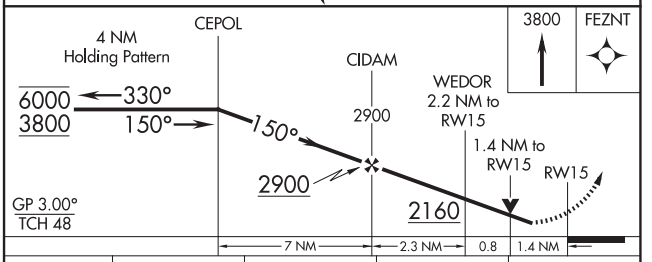
MISSED APPROACH: Climb to 3800 direct FEZNT and hold.

ATIS	SIOUX FALLS APP CON ★	SIOUX FALLS TOWER ★	GND CON	UNICOM
126.6	125.8 284.725	118.3 (CTAF) L 257.8	121.9 348.6	122.95





TDZ/CL Rwy 21
MIRL Rwy 9-27 L
REIL Rwys 15 and 33 L
HIRL Rwys 3-21 and 15-33 L



CATEGORY	A	B	C	D
LPV DA	1839-1⅛ 410 (500-1⅛)			
LNAV/VNAV DA	1909-1⅜ 480 (500-1⅜)			
LNAV MDA	1920-1 491 (500-1)		1920-1⅜ 491 (500-1⅜)	
CIRCLING	1960-1 530 (600-1)	1980-1 550 (600-1)	2060-1¾ 630 (700-1¾)	2200-2½ 770 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 21

JOE FOSS FLD (FSD)

WAAS	APP CRS	Rwy Ldg	8999
CH 99323	210°	TDZE	1430
W21A		Apt Elev	1430

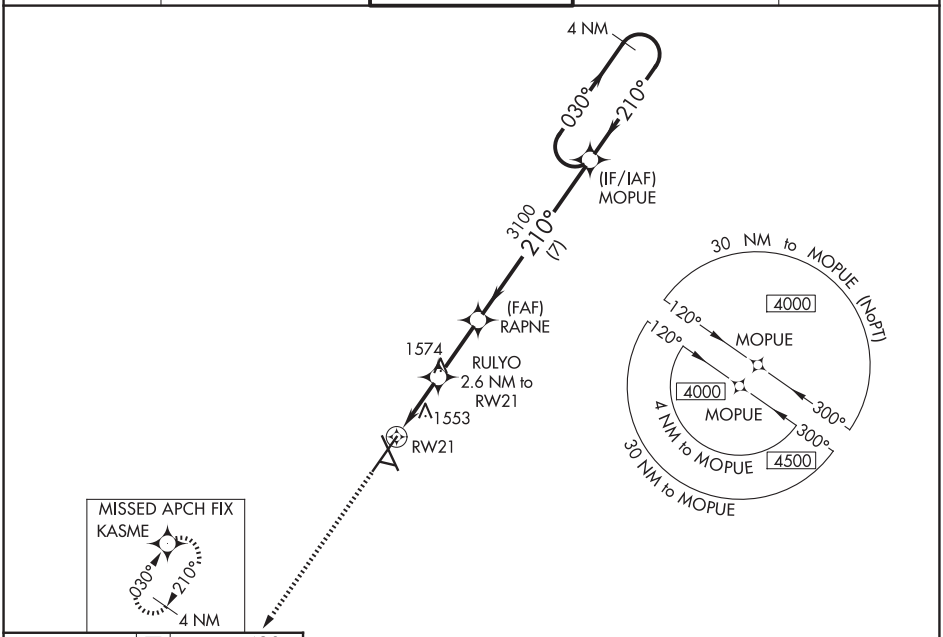
T A ASR -30°C

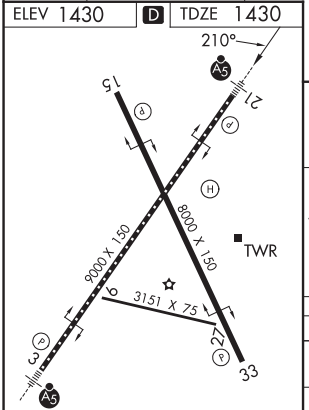
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LPV all Cats visibility to RVR 4000 and LNAV/VNAV all Cats visibility to RVR 4500.

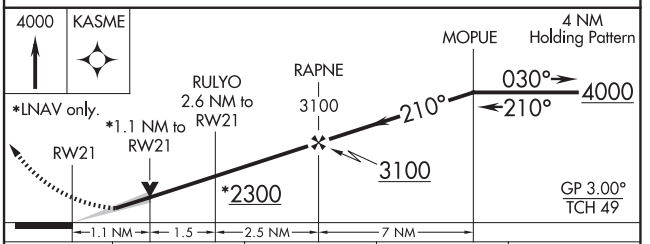
MALSR

MISSED APPROACH: Climb to 4000 direct KASME and hold.

ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 284.725	118.3 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	1630/18 200 (300-½)			
LNAV/VNAV DA	1704/24 274 (300-½)			
LNAV MDA	1820/24 390 (400-½)		1820/35 390 (400-⅝)	
CIRCLING	1960-1 530 (600-1)	1980-1 550 (600-1)	2060-1¾ 630 (700-1¾)	2200-2½ 770 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

SIOUX FALLS, SOUTH DAKOTA | AL-396 (FAA) | 25219

RNAV (GPS) RWY 27

JOE FOSS FLD (FSD)

APP CRS	Rwy Ldg	3151
272°	TDZE	1424
	Apt Elev	1430

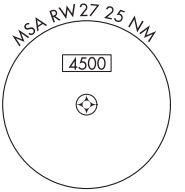
RNP APCH.

ASR -30°C

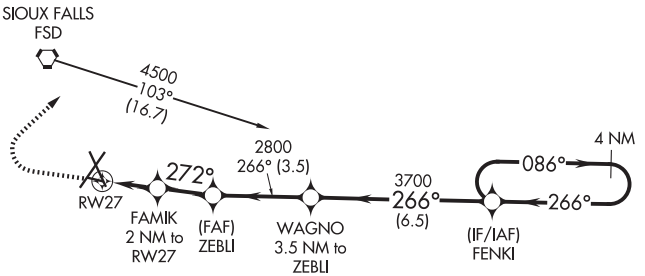
Rwy 27 helicopter visibility reduction below ¾ SM NA.

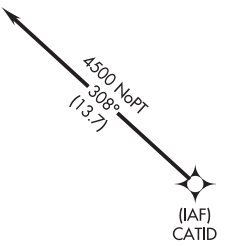
MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MOPUE WP and hold.

ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 284.725	118.3 (CTAF)L 257.8	121.9 348.6	122.95

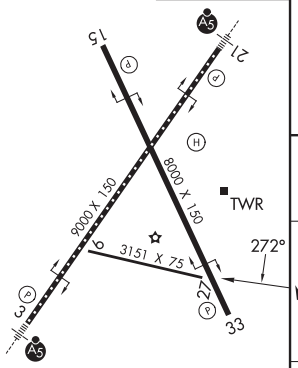


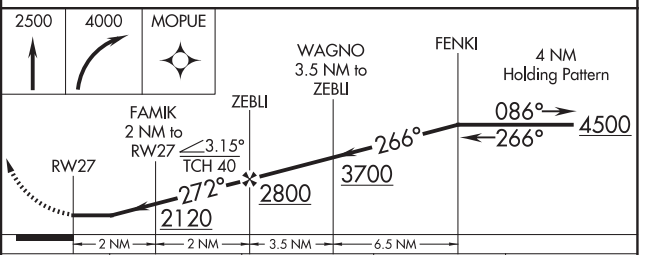
Procedure NA for arrivals on FSD VORTAC airway radials 046 CW 110.





ELEV 1430 D TDZE 1424





CATEGORY	A	B	C	D
LNAV MDA	1960-1 536 (600-1)		NA	
CIRCLING	1960-1 530 (600-1)	1980-1 550 (600-1)	NA	

TDZ/CL Rwy 21
MIRL Rwy 9-27 L
REIL Rwys 15 and 33 L
HIRL Rwys 3-21 and 15-33 L

SIOUX FALLS, SOUTH DAKOTA
Orig-F 18JUN20

43°35'N-96°45'W

JOE FOSS FLD (FSD)

RNAV (GPS) RWY 27

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	8000
CH 40135	330°	TDZE	1424
W33A		Apt Elev	1430

RNAV (GPS) RWY 33

JOE FOSS FLD (FSD)

RNP APCH-GPS.

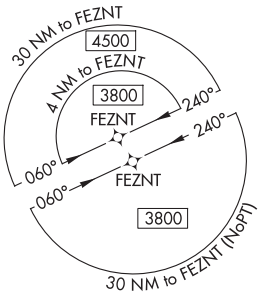
T A ASR -30°C

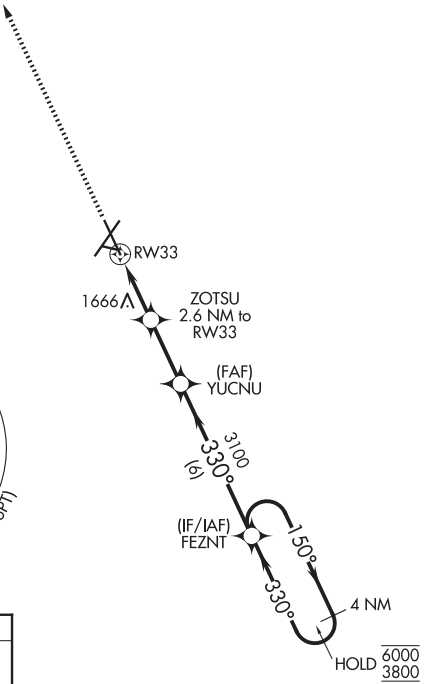
Rwy 33 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 3800 direct CEPOL and hold.

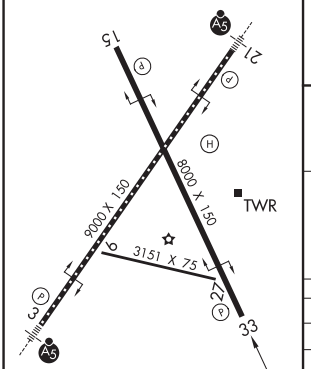
ATIS	SIOUX FALLS APP CON ★	SIOUX FALLS TOWER ★	GND CON	UNICOM
126.6	125.8 284.725	118.3 (CTAF) L 257.8	121.9 348.6	122.95

MISSED APCH FIX

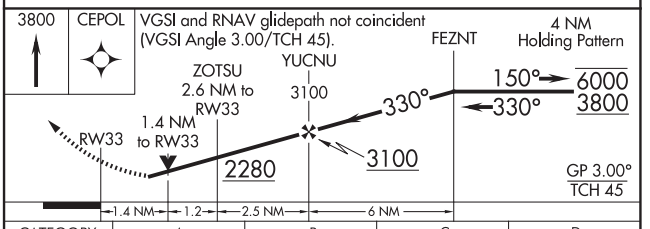




ELEV 1430 D TDZE 1424



TDZ/CL Rwy 21
MIRL Rwy 9-27 L
REIL Rwys 15 and 33 L
HIRL Rwys 3-21 and 15-33 L



CATEGORY	A	B	C	D
LPV DA	1729-⅞ 305 (300-⅞)			
LNAV/VNAV DA	1974-1⅝ 550 (600-1⅝)			
LNAV MDA	1920-1 496 (500-1)		1920-1⅜ 496 (500-1⅜)	
CIRCLING	1960-1 530 (600-1)	1980-1 550 (600-1)	2060-1¾ 630 (700-1¾)	2200-2½ 770 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

SIOUX FALLS, SOUTH DAKOTA | AL-396 (FAA) | 25219

VOR/DME or TACAN RWY 33

JOE FOSS FLD (FSD)

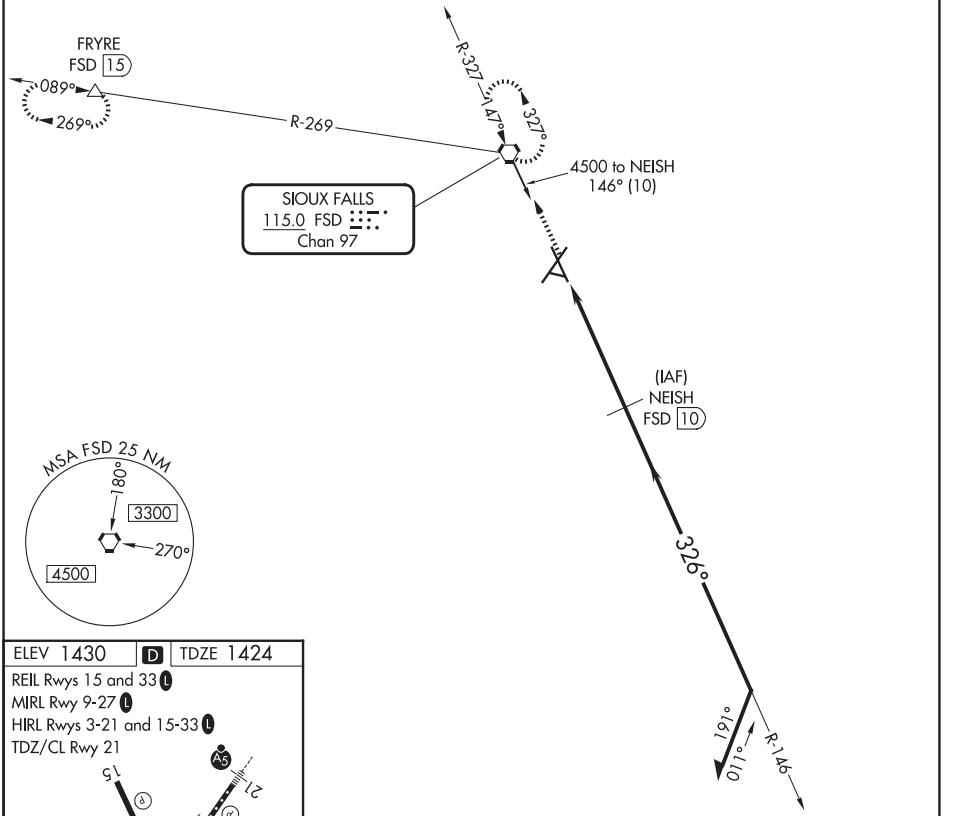
VORTAC FSD	APP CRS	Rwy Ldg	8000
115.0	326°	TDZE	1424
Chan 97		Apt Elev	1430

ASR
-30°C

Rwy 33 helicopter visibility reduction below ¾ SM NA.

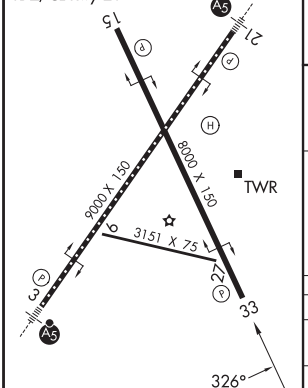
MISSED APPROACH: Climb to 3400 direct FSD VORTAC and hold. (TACAN aircraft continue climb to 5000 via FSD R-269 to FRYRE 15 DME and hold west, right turns, 089° inbound.)

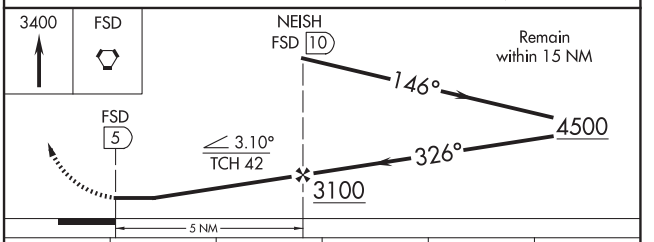
ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 284.725	118.3 (CTAF) L 257.8	121.9 348.6	122.95



ELEV 1430 | D | TDZE 1424

REIL Rwys 15 and 33 L
MIRL Rwy 9-27 L
HIRL Rwys 3-21 and 15-33 L
TDZ/CL Rwy 21





CATEGORY	A	B	C	D	E
S-33	1940-1 516 (600-1)		1940-1⅜ 516 (600-1⅜)		
CIRCLING	1960-1 530 (600-1)	1980-1 550 (600-1)	2060-1¾ 630 (700-1¾)	2200-2½ 770 (800-2½)	2300-3 870 (900-3)

SIOUX FALLS, SOUTH DAKOTA
Amdt 12F 18JUN20

43°35′N-96°45′W

JOE FOSS FLD (FSD)

VOR/DME or TACAN RWY 33

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VORTAC FSD 115.0 Chan 97	APP CRS 147°	Rwy Ldg 8000 TDZE 1429 Apt Elev 1430

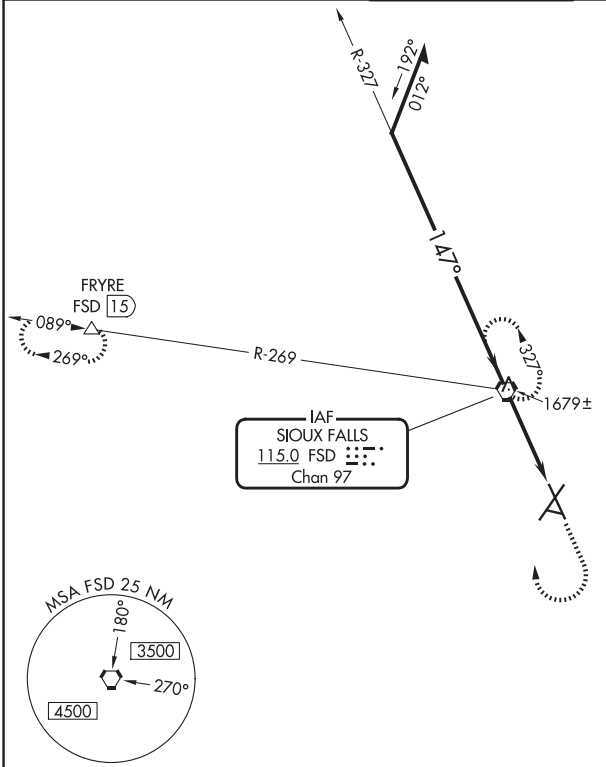
VOR or TACAN RWY 15

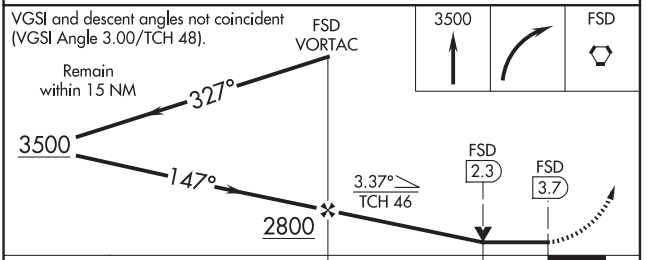
JOE FOSS FLD (FSD)

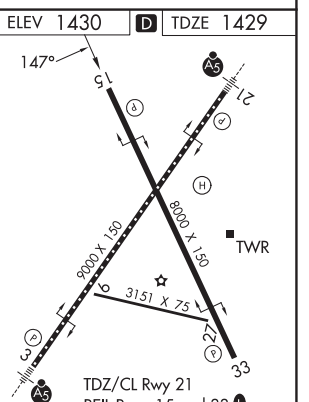
T A ASR -30°C Rwy 15 helicopter visibility reduction below ¾ SM NA.

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	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 284.725	118.3 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
S-15	1920-1 491 (500-1)		1920-1⅜ 491 (500-1⅜)		
CIRCLING	1960-1 530 (600-1)	1980-1 550 (600-1)	2060-1¾ 630 (700-1¾)	2200-2½ 770 (800-2½)	2300-3 870 (900-3)

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

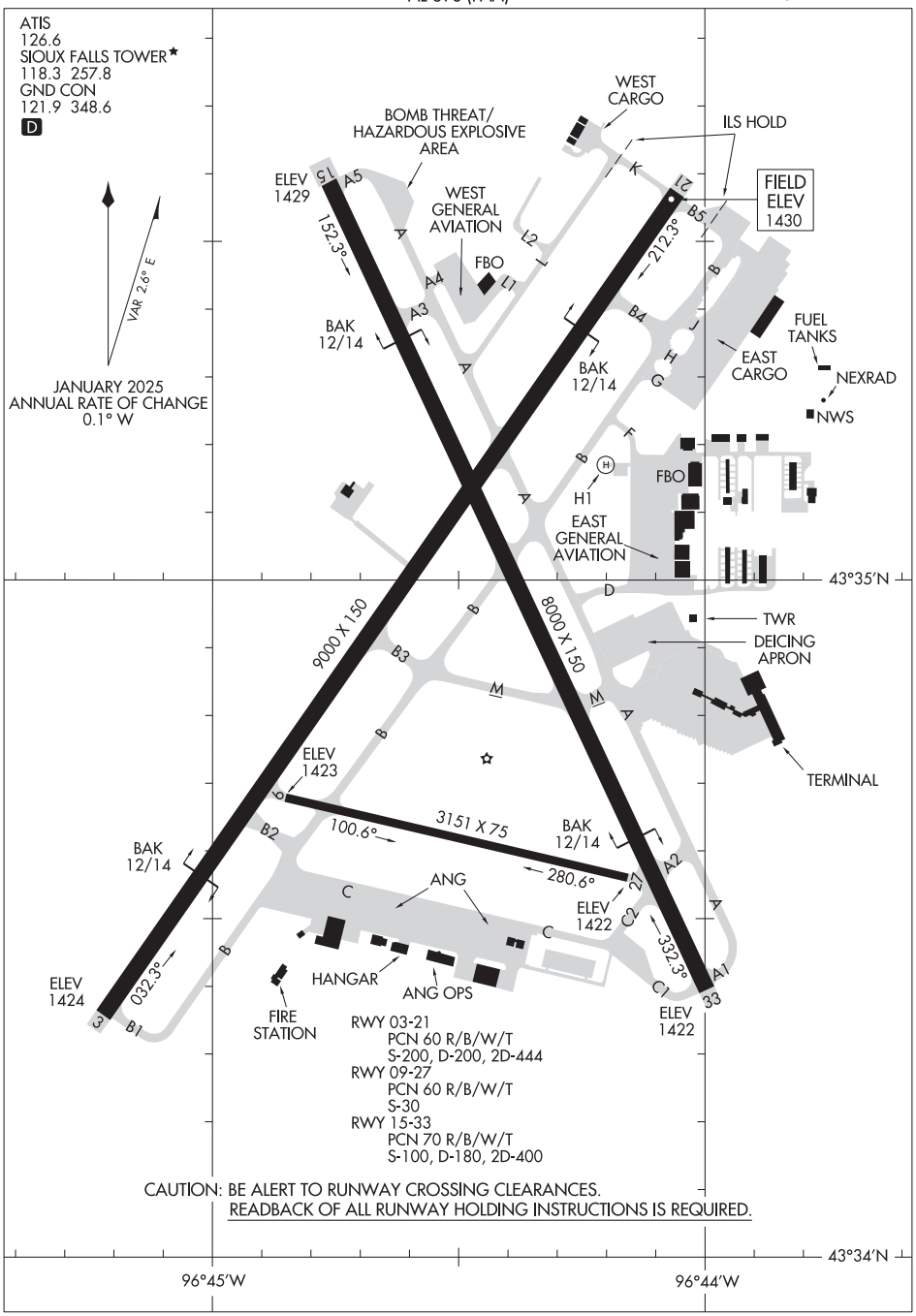
NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

25219

AIRPORT DIAGRAM

AL-396 (FAA)

JOE FOSS FLD (FSD)
SIOUX FALLS, SOUTH DAKOTA



AIRPORT DIAGRAM
25219

SIOUX FALLS, SOUTH DAKOTA
JOE FOSS FLD (FSD)

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 16

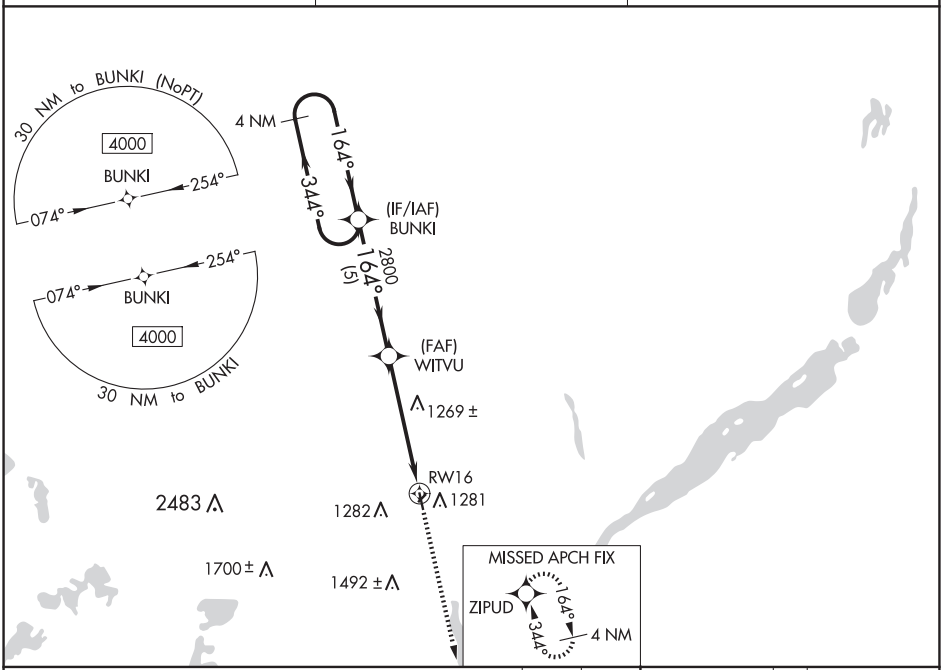
SISSETON MUNI (8D3)

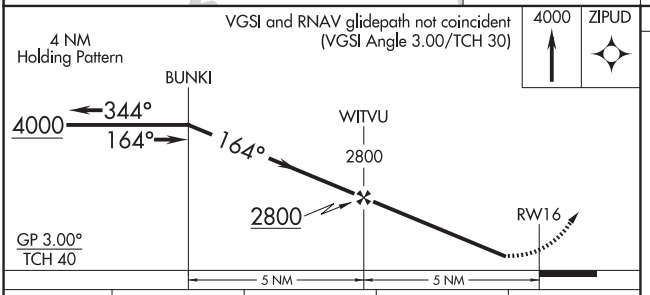
WAAS	APP CRS		
CH 50538	164°	Rwy Idg	3400
W16A		TDZE	1162
		Apt Elev	1162

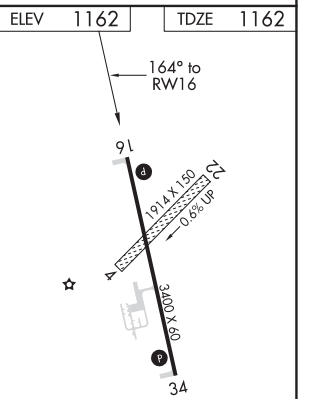
T A NA Circling NA to Rwys 4 and 22. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Wheaton altimeter setting; when not received, use Ortonville altimeter setting and increase LPV DA to 1496 feet, LNAV/VNAV DA to 1516 feet and all MDA 20 feet. Increase LNAV/VNAV Cats A/B visibility ⅛ mile.

MISSED APPROACH: Climb to 4000 direct ZIPUD and hold, continue climb-in-hold to 4000.

ETH AWOS-3	MINNEAPOLIS CENTER	CTAF
118.775	128.5 306.2	122.9 L







CATEGORY	A	B	C	D
LPV DA	1478-1⅛	316 (400-1⅛)	NA	
LNAV/VNAV DA	1498-1⅛	336 (400-1⅛)	NA	
LNAV MDA	1600-1	438 (500-1)	NA	
C CIRCLING	1660-1 498 (500-1)	1700-1 538 (600-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

SISSETON, SOUTH DAKOTA

AL-10412 (FAA)

21112

RNAV (GPS) RWY 34

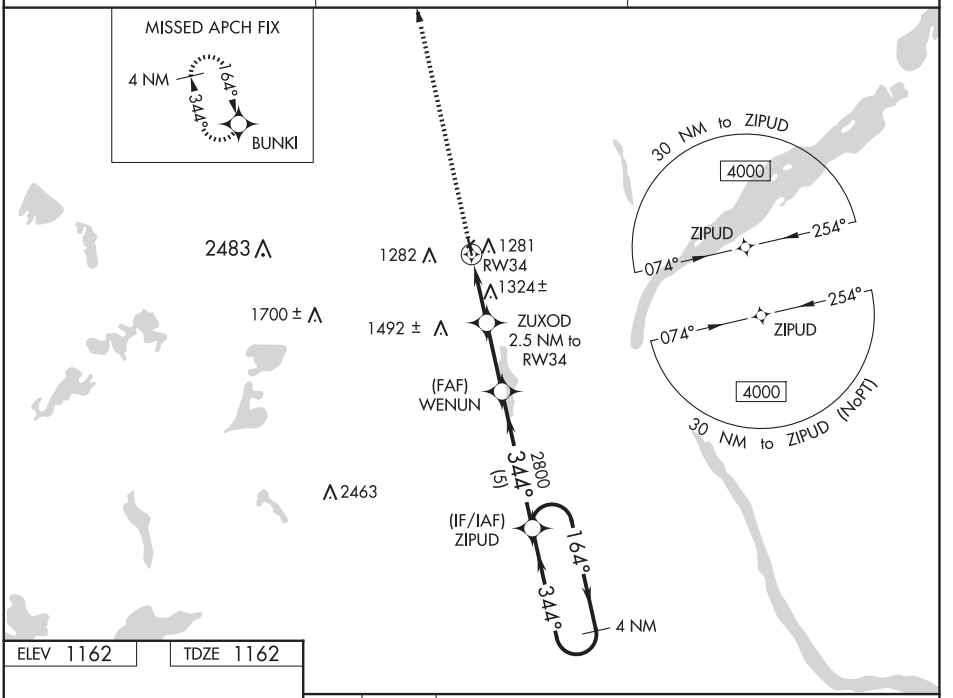
SISSETON MUNI (8D3)

WAAS	APP CRS	Rwy ldg	3400
CH 56638	344°	TDZE	1162
W34A		Apt Elev	1162

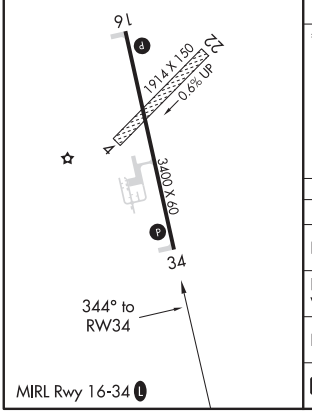
Circling NA to Rwys 4 and 22. Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Wheaton altimeter setting, when not received, use Ortonville altimeter setting and increase LPV DA to 1496 feet, LNAV/VNAV DA to 1673 feet and all MDA 20 feet. Increase LPV Cats A/B visibility ⅛ mile.

MISSED APPROACH: Climb to 4000 direct BUNKI and hold, continue climb in hold to 4000.

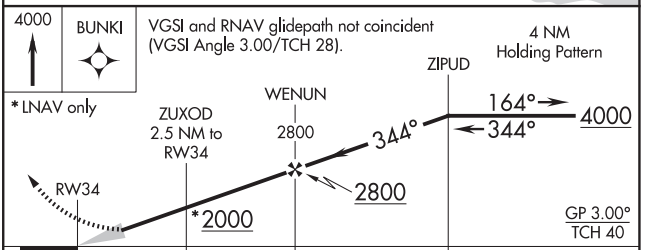
ETH AWOS-3	MINNEAPOLIS CENTER	CTAF
118.775	128.5 306.2	122.9 L



ELEV 1162 | TDZE 1162



MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LPV DA	1478-1 316 (400-1)		NA	
LNAV/VNAV DA	1655-1¾ 493 (500-1¾)		NA	
LNAV MDA	1640-1 478 (500-1)		NA	
C CIRCLING	1660-1 498 (500-1)	1700-1 538 (600-1)	NA	

SISSETON, SOUTH DAKOTA

Orig 21JUL16

45°40'N-97°00'W

SISSETON MUNI (8D3)

RNAV (GPS) RWY 34

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

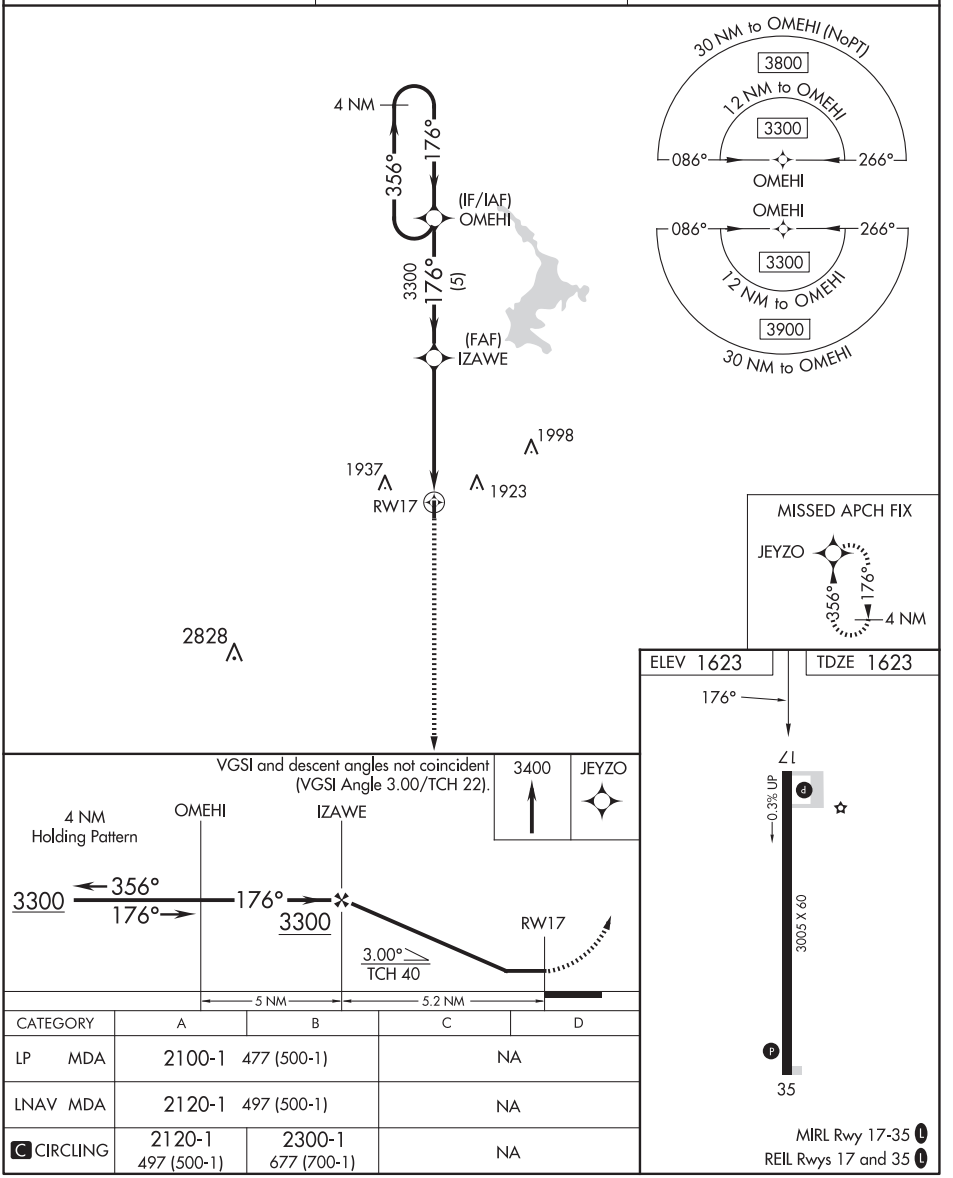
WAAS	APP CRS	Rwy Idg	3005
CH 53633	176°	TDZE	1623
W17A		Apt Elev	1623

RNAV (GPS) RWY 17
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 3400 direct JEYZO and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.55	132.05 317.4	122.9 L



CATEGORY	A	B	C	D
LP MDA	2100-1 477 (500-1)		NA	
LNAV MDA	2120-1 497 (500-1)		NA	
C CIRCLING	2120-1 497 (500-1)	2300-1 677 (700-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3005
356°	TDZE	1623
	Apt Elev	1623

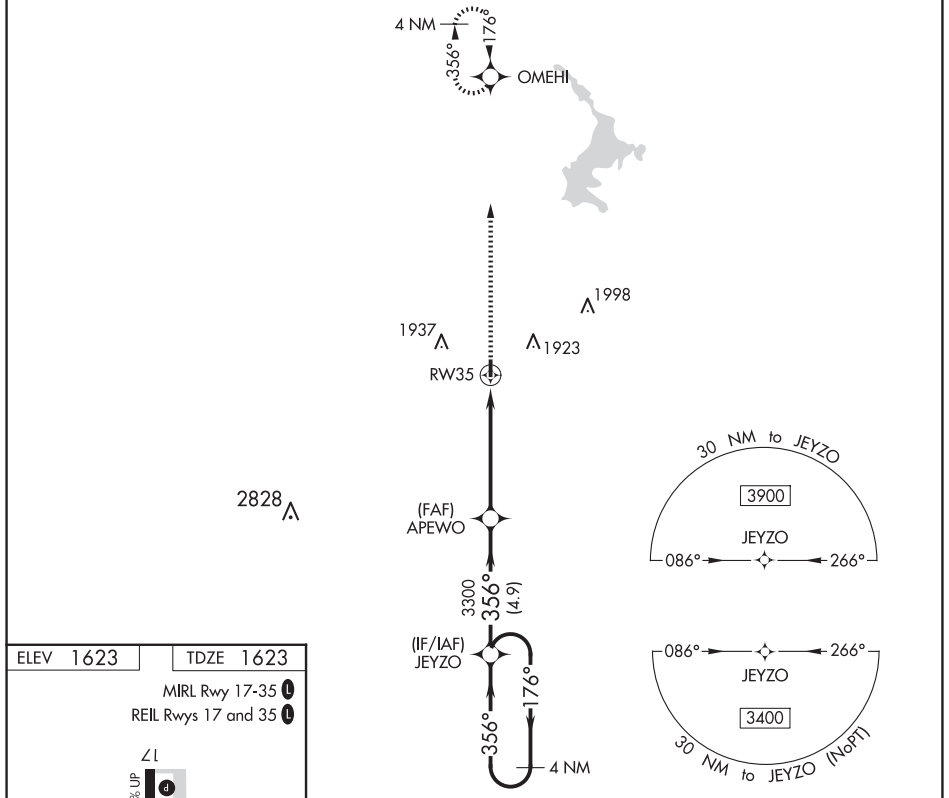
RNAV (GPS) RWY 35

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.

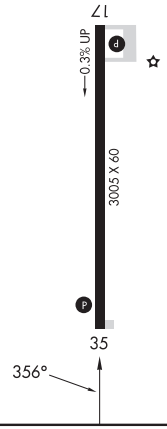
AWOS-3	MINNEAPOLIS CENTER	CTAF
118.55	132.05 317.4	122.9 L

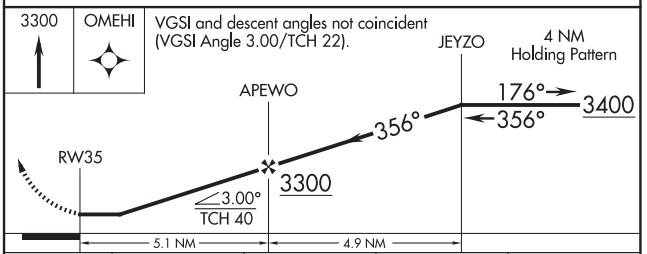


ELEV 1623 TDZE 1623

MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L





CATEGORY	A	B	C	D
LNAV MDA	2140-1	517 (600-1)	NA	
C CIRCLING	2140-1 517 (600-1)	2300-1 677 (700-1)	NA	

43°59′N-95°47′W

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4002
CH **99636**	**342°**	TDZE	**820**
W34A		Apt Elev	**821**

RNAV (GPS) RWY 34

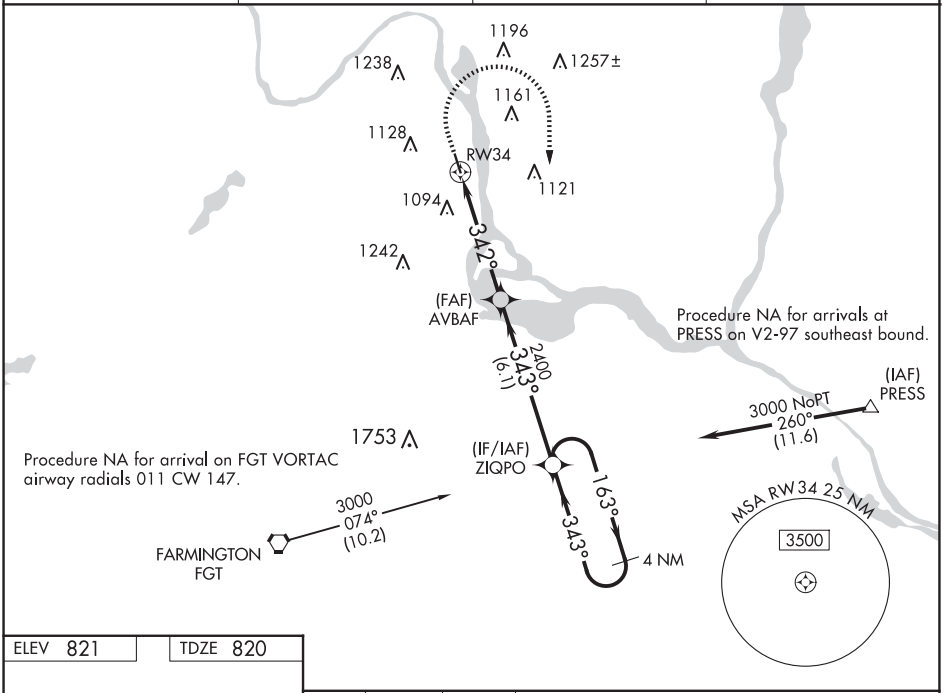
SOUTH ST PAUL MUNI/RICHARD E FLEMING FLD (SGS)

RNP APCH - GPS.

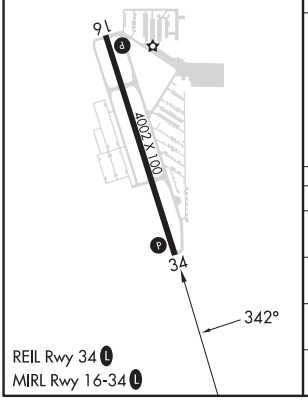
For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -22°C or above 54°C. Rwy 34 helicopter visibility reduction below ¾ SM NA.

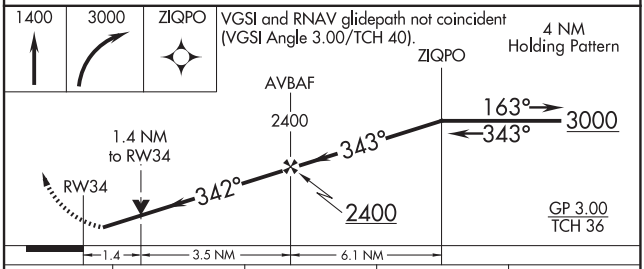
MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct ZIQPO and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
119.425	**121.2 335.65**	**118.2**	**122.7** (CTAF) L



ELEV 821	TDZE 820





CATEGORY	A	B	C	D
LPV DA	1102-1 282 (300-1)			
LNAV/VNAV DA	1378-1⅝ 558 (600-1⅝)			
LNAV MDA	1300-1 480 (500-1)		1300-1⅜ 480 (500-1⅜)	
C CIRCLING	1400-1 579 (600-1)	1540-1 719 (800-1)	1540-2 719 (800-2)	1620-2½ 799 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

SOUTH ST PAUL, MINNESOTA | AL-5190 (FAA) | 23166

LOC/DME I-SGS	APP CRS	Rwy Idg	4002
108.35	342°	TDZE	820
Chan 20 (Y)		Apt Elev	821

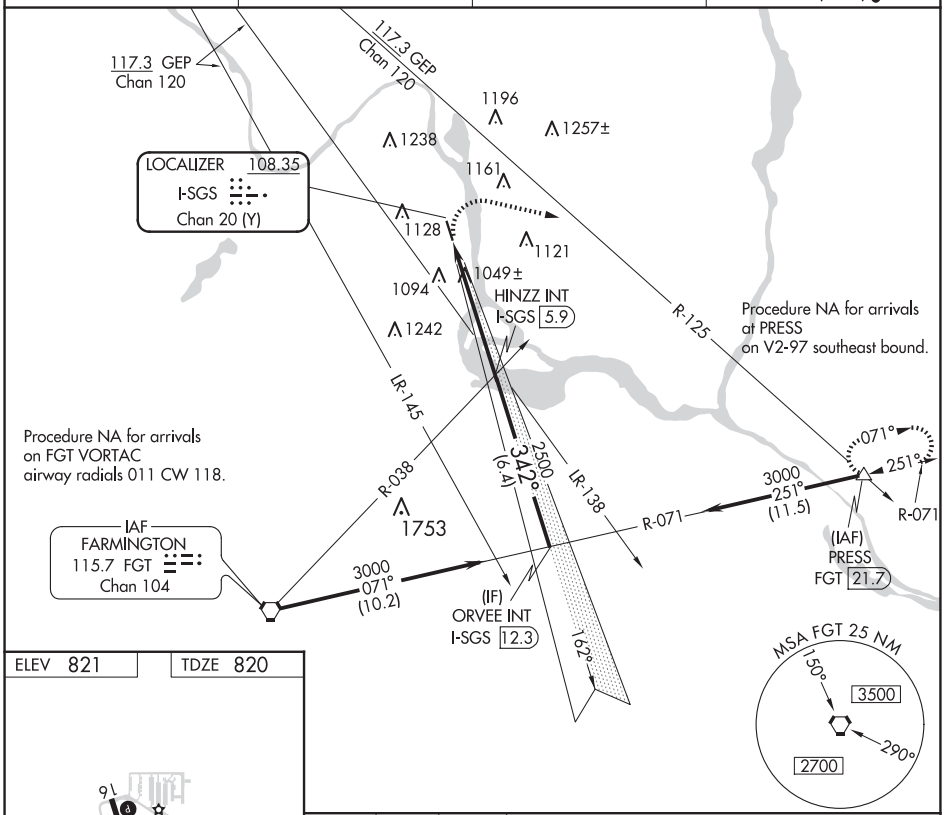
LOC RWY 34

SOUTH ST PAUL MUNI/RICHARD E FLEMING FLD (SGS)

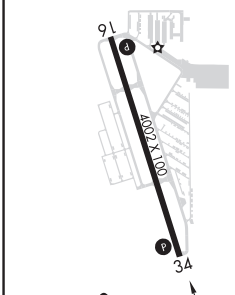
T NA — Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Minneapolis-St Paul Intl/ Wold-Chamberlain altimeter setting and increase all MDA 40 feet. Increase Circling Cat C/D visibility ¼ mile.

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	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
119.425	121.2 335.65	118.2	122.7 (CTAF) L



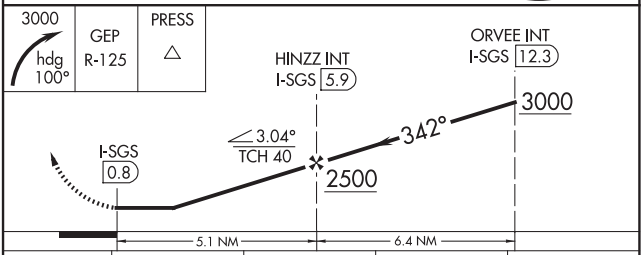
ELEV 821 | TDZE 820



REIL Rwy 34 L
MIRL Rwy 16-34 L
342°

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-34	1300-1 480 (500-1)		1300-1⅜ 480 (500-1⅜)	
C CIRCLING	1400-1 579 (600-1)	1540-1 719 (800-1)	1540-2 719 (800-2)	1620-2½ 799 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70621 W13A	APP CRS 124°	Rwy Ldg 6401 TDZE 3884 Apt Elev 3933

RNAV (GPS) RWY 13

BLACK HILLS-CLYDE ICE FLD (SPF)

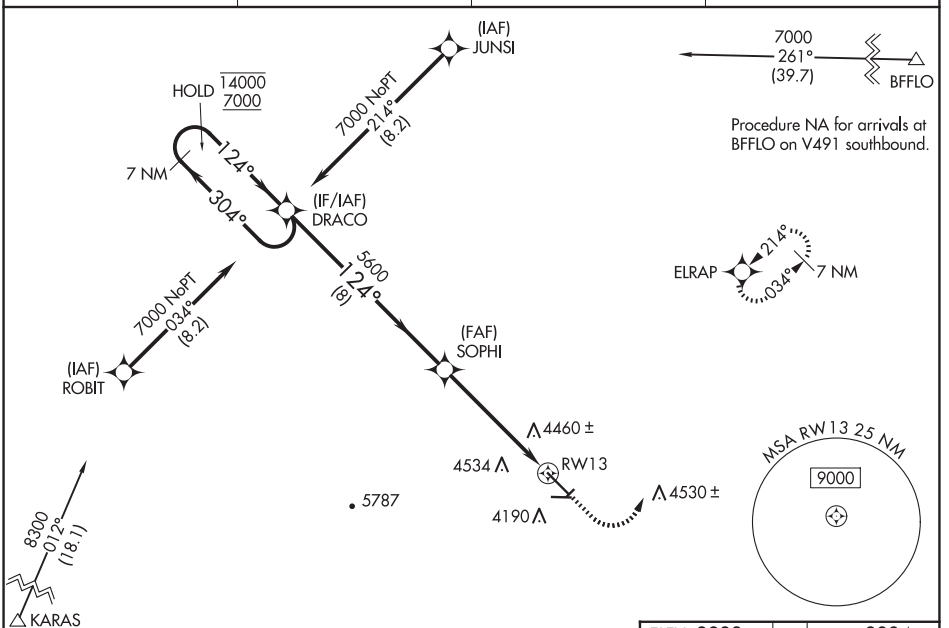
RNP APCH.

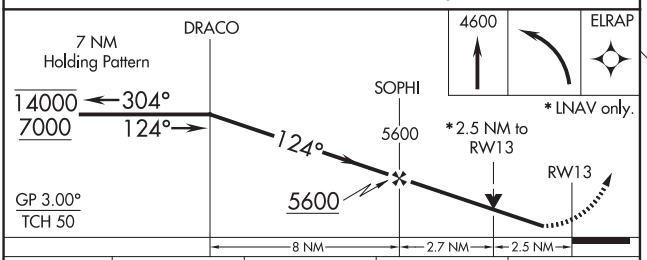
Circling NA to Rwys 4, 8, 22 and 26. Rwy 13 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

-30°C

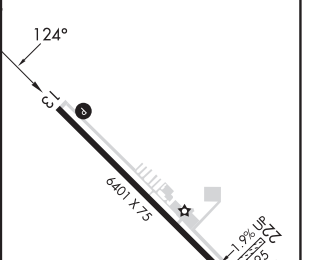
MISSED APPROACH: Climb to 4600 then climbing left turn to ELRAP and hold, continue climb-in-hold to 7000.

AWOS-3	ELLSWORTH APP CON★	GCO	UNICOM
118.325	119.5 259.1	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4219-1⅛ 335 (300-1⅛)			NA
LNAV/VNAV DA	4852-4 968 (1000-4)			NA
LNAV MDA	4720-1 836 (800-1)	4720-1¼ 836 (800-1¼)	4720-2½ 836 (800-2½)	NA
C CIRCLING	4760-1¼ 827 (900-1¼)	4920-1½ 987 (1000-1½)	5540-3 1607 (1700-3)	NA



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

SPEARFISH, SOUTH DAKOTA | AL-592 (FAA) | 25163

RNAV (GPS) RWY 31

BLACK HILLS-CLYDE ICE FLD (SPF)

WAAS CH 77821 W31A	APP CRS 304°	Rwy Ldg 6401 / TDZE 3895 / Apt Elev 3933

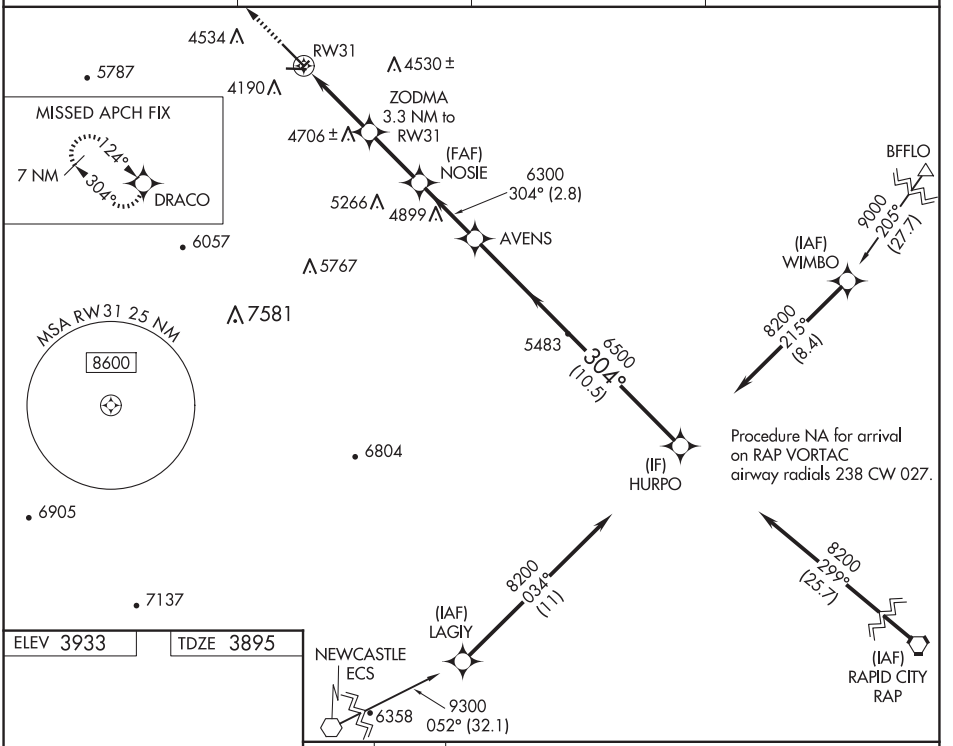
RNP APCH.

Circling NA to Rwys 4, 8, 22 and 26.

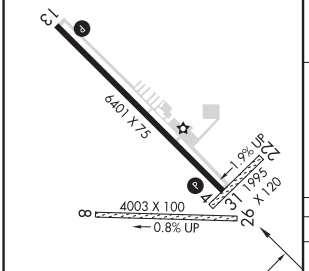
-30°C

MISSED APPROACH: Climb to 7000 direct DRACO and hold.

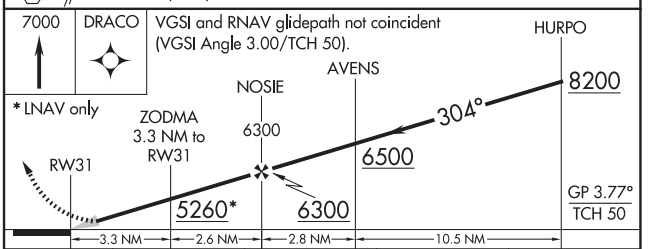
AWOS-3	ELLSWORTH APP CON	GCO	UNICOM
118.325	119.5 259.1	121.725	122.7 (CTAF) L



ELEV 3933 | TDZE 3895



MIRL Rwy 13-31 L

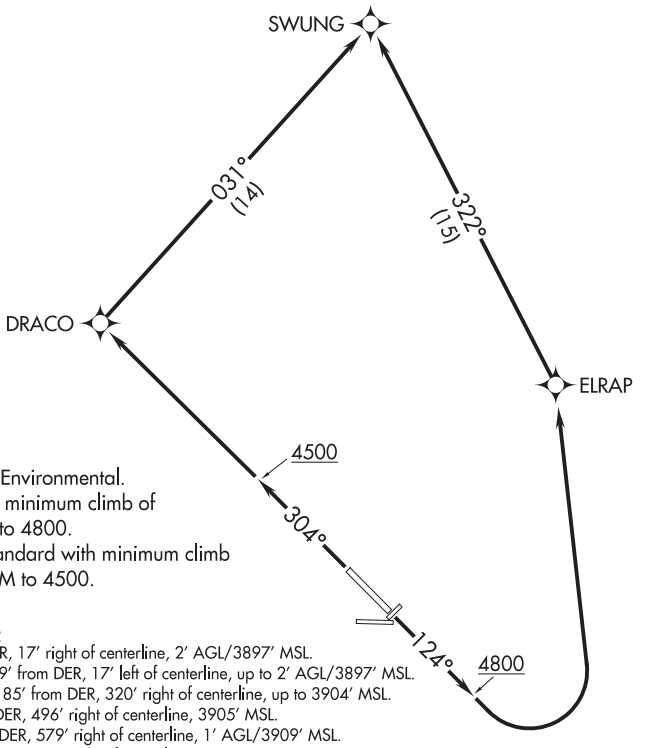


CATEGORY	A	B	C	D
LPV DA	4281-1⅛ 386 (400-1⅛)			NA
LNAV MDA	4860-1¼ 965 (1000-1¼)	4860-1½ 965 (1000-1½)	4860-3 965 (1000-3)	NA
C CIRCLING	4860-1¼ 927 (1000-1¼)	4860-1½ 927 (1000-1½)	5540-3 1607 (1700-3)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

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.

SPRINGFIELD, MINNESOTA AL-6505 (FAA) 22251

WAAS	APP CRS	Rwy Idg	3402
CH 86331	130°	TDZE	1073
W13A		Apt Elev	1073

RNAV (GPS) RWY 13

SPRINGFIELD MUNI (D42)

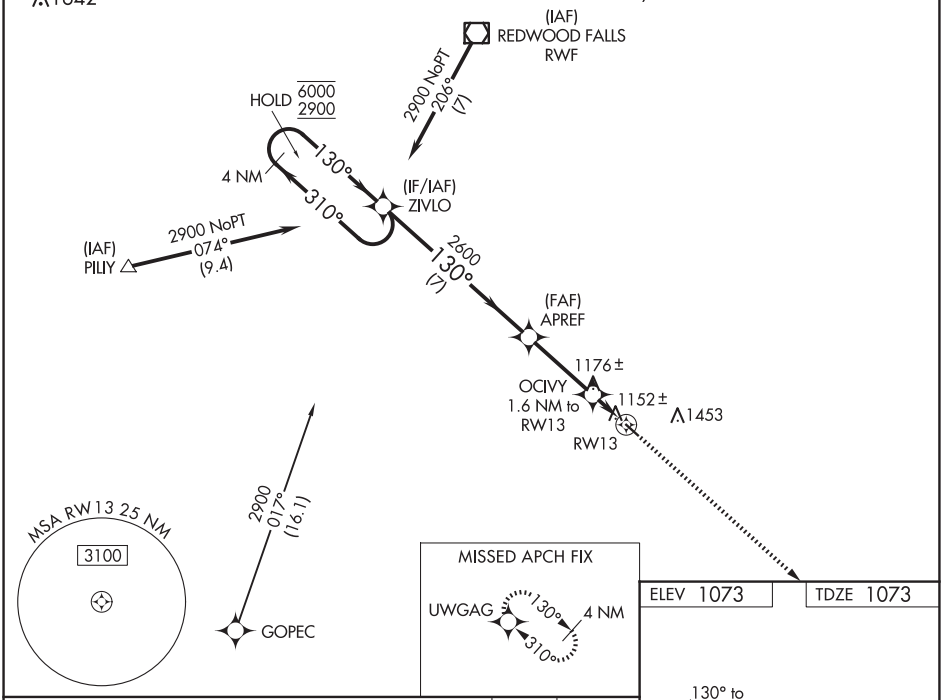
RNP APCH.

T A NA Rwy 13 helicopter visibility reduction below ¾ SM NA. Use Redwood Falls altimeter setting.

MISSED APPROACH: Climb to 2900 direct UWGAG and hold.

RWF ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	127.1 290.2	122.8 (CTAF) L

Procedure NA for arrival on RWF VOR/DME airway radials 195 CW 283.



CATEGORY	A	B	C	D
LP MDA	1500-1 427 (500-1)		1500-1¼ 427 (500-1¼)	NA
LNAV MDA	1520-1 447 (500-1)		1520-1⅜ 447 (500-1⅜)	NA
C CIRCLING	1660-1 587 (600-1)	1820-1 747 (800-1)	1820-2¼ 747 (800-2¼)	NA

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

SPRINGFIELD MUNI (D42)

APP CRS	Rwy Idg	3402
310°	TDZE	1073
	Apt Elev	1073

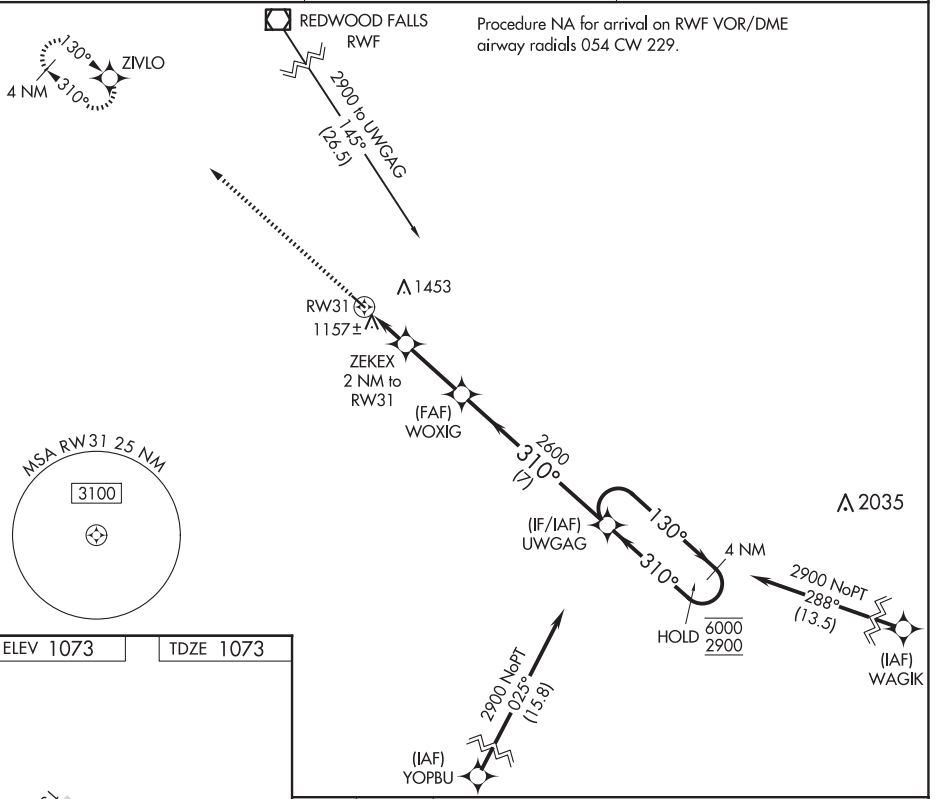
RNP APCH.

T A NA — Use Redwood Falls altimeter setting.

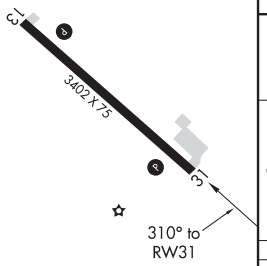
MISSED APPROACH: Climb to 2900 direct ZIVLO and hold.

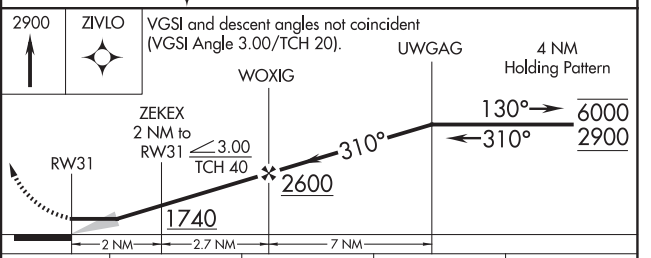
RWF ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	127.1 290.2	122.8 (CTAF) L

Procedure NA for arrival on RWF VOR/DME airway radials 054 CW 229.



ELEV 1073 TDZE 1073





CATEGORY	A	B	C	D
LNAV MDA	1500-1 427 (500-1)		1500-1¼ 427 (500-1¼)	NA
C CIRCLING	1660-1 587 (600-1)	1820-1 747 (800-1)	1820-2¼ 747 (800-2¼)	NA

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

SPRINGFIELD, MINNESOTA | AL-6505 (FAA) | 21056

VOR RWY 13

SPRINGFIELD MUNI (D42)

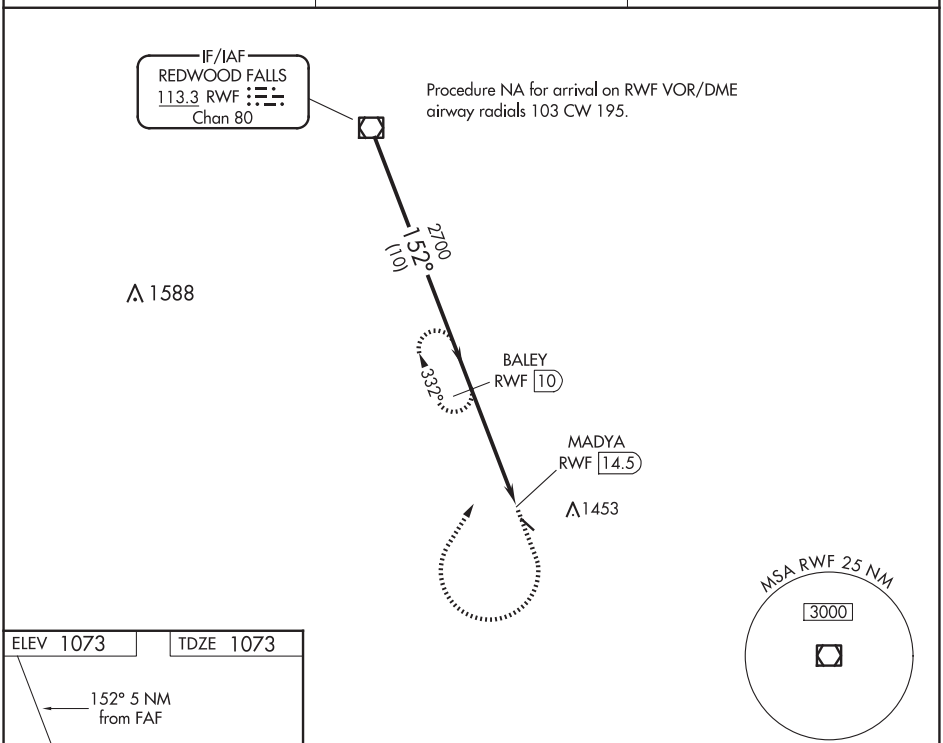
VOR/DME RWF	APP CRS	Rwy Idg	3402
113.3	152°	TDZE	1073
Chan 80		Apt Elev	1073

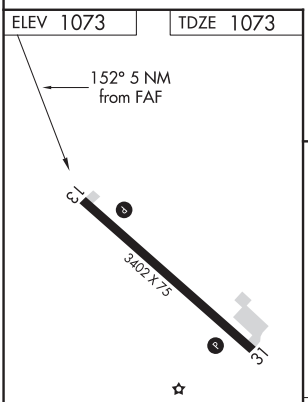
DME required.

NA Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. Use Redwood Falls altimeter setting.

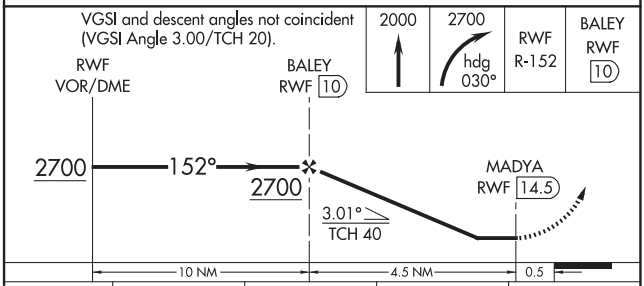
MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 on heading 030° and RWF R-152 to BALEY/10 DME and hold.

RWF ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	127.1 290.2	122.8 (CTAF) L





MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L



CATEGORY	A	B	C	D
S-13	1620-1 547 (600-1)		1620-1¾ 547 (600-1¾)	NA
C CIRCLING	1660-1 587 (600-1)	1820-1 747 (800-1)	1820-2¼ 747 (800-2¼)	NA

SPRINGFIELD, MINNESOTA
Amdt 3B 25FEB21

44°14'N-95°00'W

SPRINGFIELD MUNI (D42)
VOR RWY 13

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 87146 W10A	APP CRS 101°	Rwy Idg 3900 TDZE 2250 Apt Elev 2250

RNAV (GPS) RWY 10

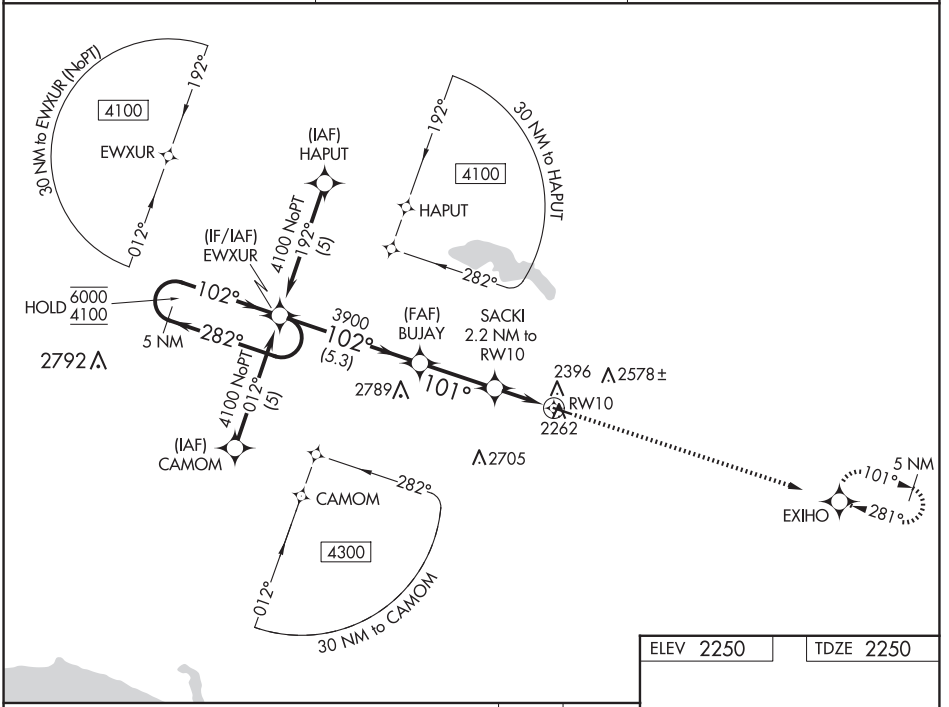
STANLEY MUNI (Ø8D)

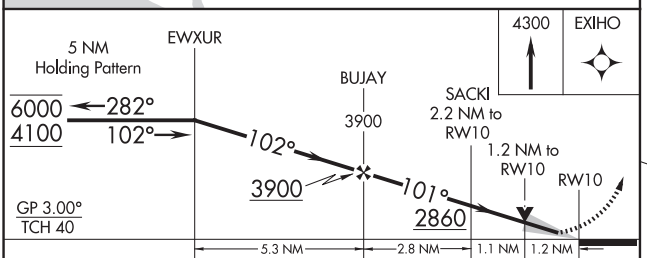
RNP APCH - GPS.

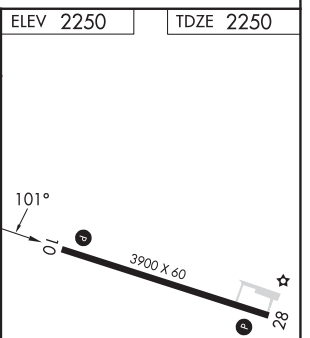
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 4300 direct EXIHO and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
121.1	127.6 279.6	122.9 L







CATEGORY	A	B	C	D
LPV DA	2450-1 200 (200-1)		NA	
LNAV/VNAV DA	2538-1 288 (300-1)		NA	
LNAV MDA	2660-1 410 (500-1)		NA	
C CIRCLING	2720-1 470 (500-1)	2940-1 690 (700-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

STANLEY, NORTH DAKOTA | AL-9455 (FAA) | 25023

WAAS	APP CRS	Rwy Idg	3900
CH 86248	282°	TDZE	2242
W28A		Apt Elev	2250

RNAV (GPS) RWY 28

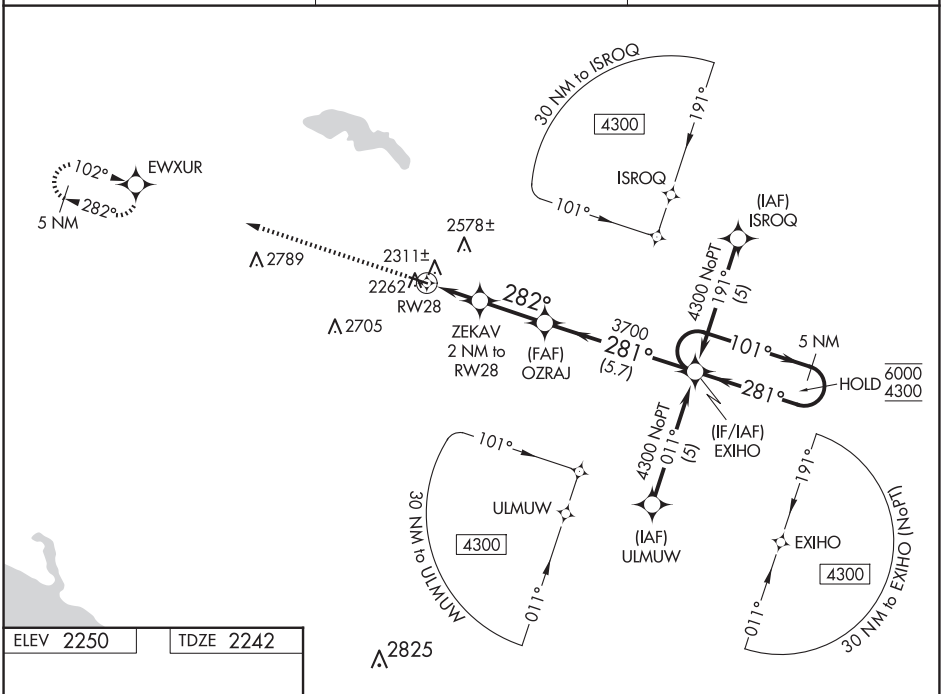
STANLEY MUNI (Ø8D)

RNP APCH - GPS.

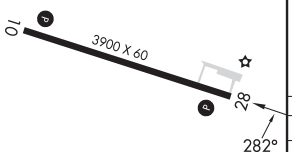
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Rwy 28 helicopter visibility reduction below ¾ SM NA.

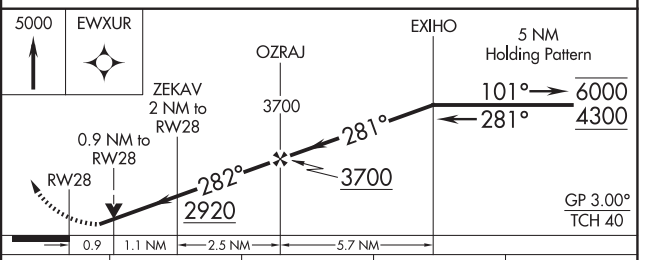
MISSED APPROACH: Climb to 5000 direct EWXUR and hold, continue climb-in-hold to 5000.

AWOS-3	MINNEAPOLIS CENTER	CTAF
121.1	127.6 279.6	122.9 (L)



ELEV 2250 | TDZE 2242





CATEGORY	A	B	C	D
LPV DA	2492-1 250 (300-1)		NA	
LNAV/VNAV DA	2492-1 250 (300-1)		NA	
LNAV MDA	2580-1 338 (400-1)		NA	
C CIRCLING	2720-1 470 (500-1)	2940-1 690 (700-1)	NA	

MIRL Rwy 10-28 (L)

STANLEY, NORTH DAKOTA
Amdt 3A 23JAN25

48°18′N-102°24′W

STANLEY MUNI (Ø8D)
RNAV (GPS) RWY 28

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 14

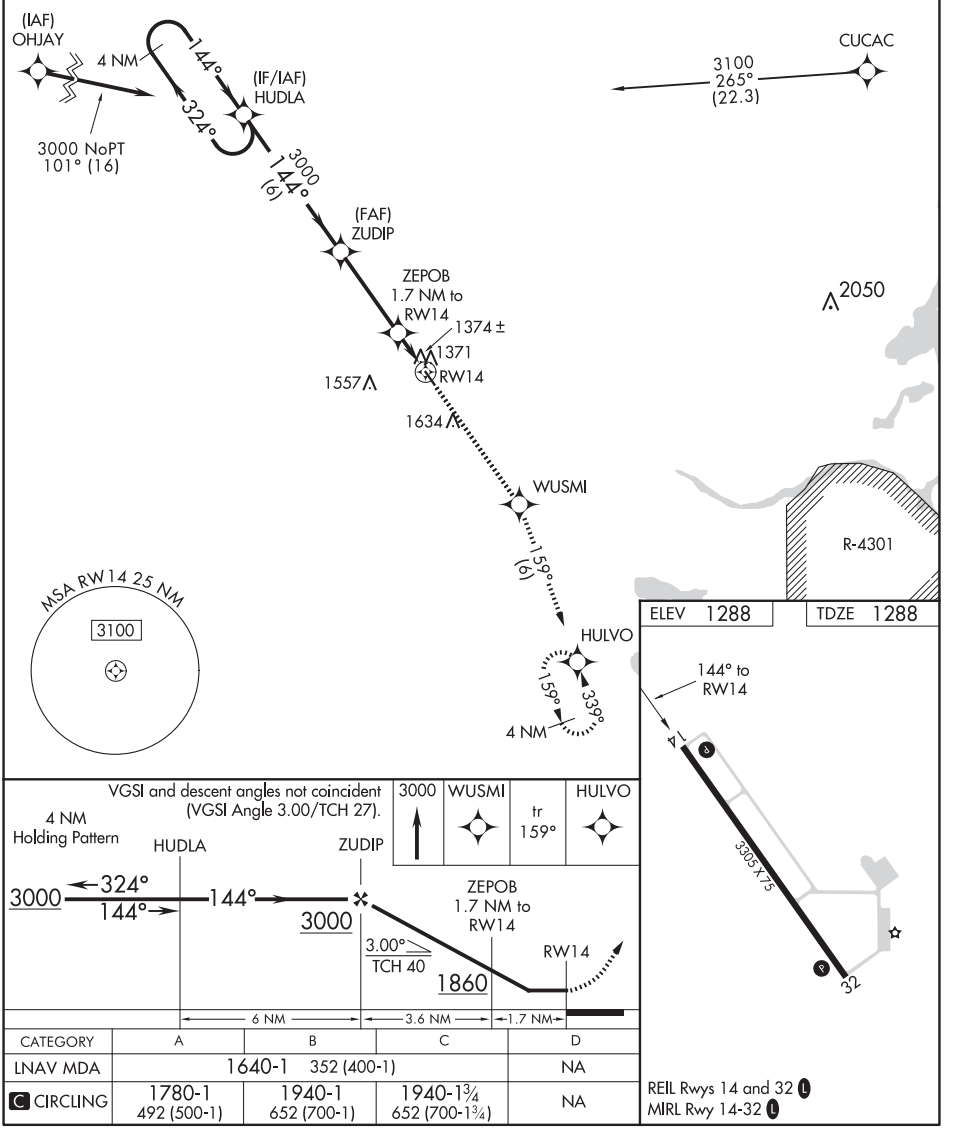
STAPLES MUNI (SAZ)

APP CRS	Rwy Idg	3305
144°	TDZE	1288
	Apt Elev	1288

T A Rwy 14 Straight-in and Circling minimums NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pine River altimeter setting and increase all MDA 80 feet and all Cat C visibilities ¼ SM.

MISSED APPROACH: Climb to 3000 direct WUSMI and on track 159° to HULVO and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
118.325	118.05 239.0	121.725	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1640-1 352 (400-1)			NA
C CIRCLING	1780-1 492 (500-1)	1940-1 652 (700-1)	1940-1¾ 652 (700-1¾)	NA

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

STAPLES, MINNESOTA AL-6105 (FAA) 21056

WAAS	APP CRS	Rwy Idg	3305
CH 97528	324°	TDZE	1287
W32A		Apt Elev	1288

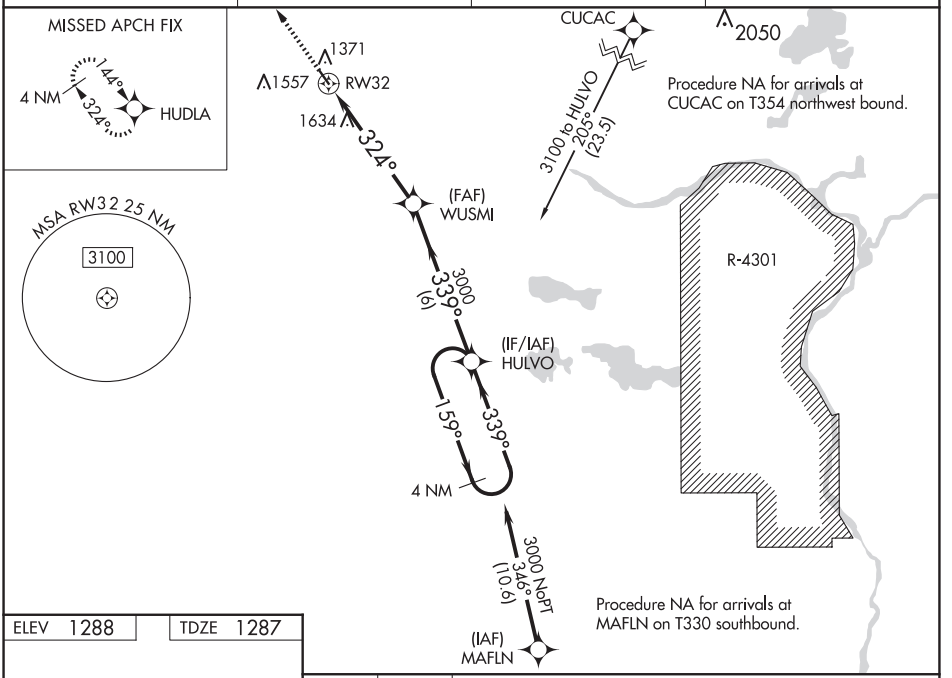
RNAV (GPS) RWY 32

STAPLES MUNI (SAZ)

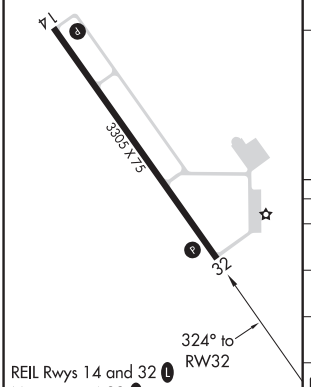
Circling to Rwy 14 NA at night. Baro-VNAV NA when using Pine River altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pine River altimeter setting and increase all DA 64 feet and all MDA 80 feet and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ SM. Rwy 32 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct HUDLA and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
118.325	118.05 239.0	121.725	122.9 L



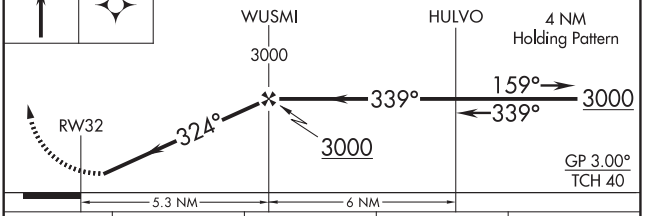
ELEV 1288 TDZE 1287



REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

3000 HUDLA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).



CATEGORY	A	B	C	D
LPV DA	1592-1 305 (400-1)			NA
LNAV/VNAV DA	1965-2½ 678 (700-2½)			NA
LNAV MDA	1900-1 613 (700-1)		1900-1¾ 613 (700-1¾)	NA
C CIRCLING	1900-1 612 (700-1)	1940-1 652 (700-1)	1940-1¾ 652 (700-1¾)	NA

STAPLES, MINNESOTA
Amdt 1 14SEP17

46°23'N-94°48'W

STAPLES MUNI (SAZ)

RNAV (GPS) RWY 32

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5100
CH 53432	111°	TDZE	3244
W11A		Apt Elev	3255

RNAV (GPS) RWY 11

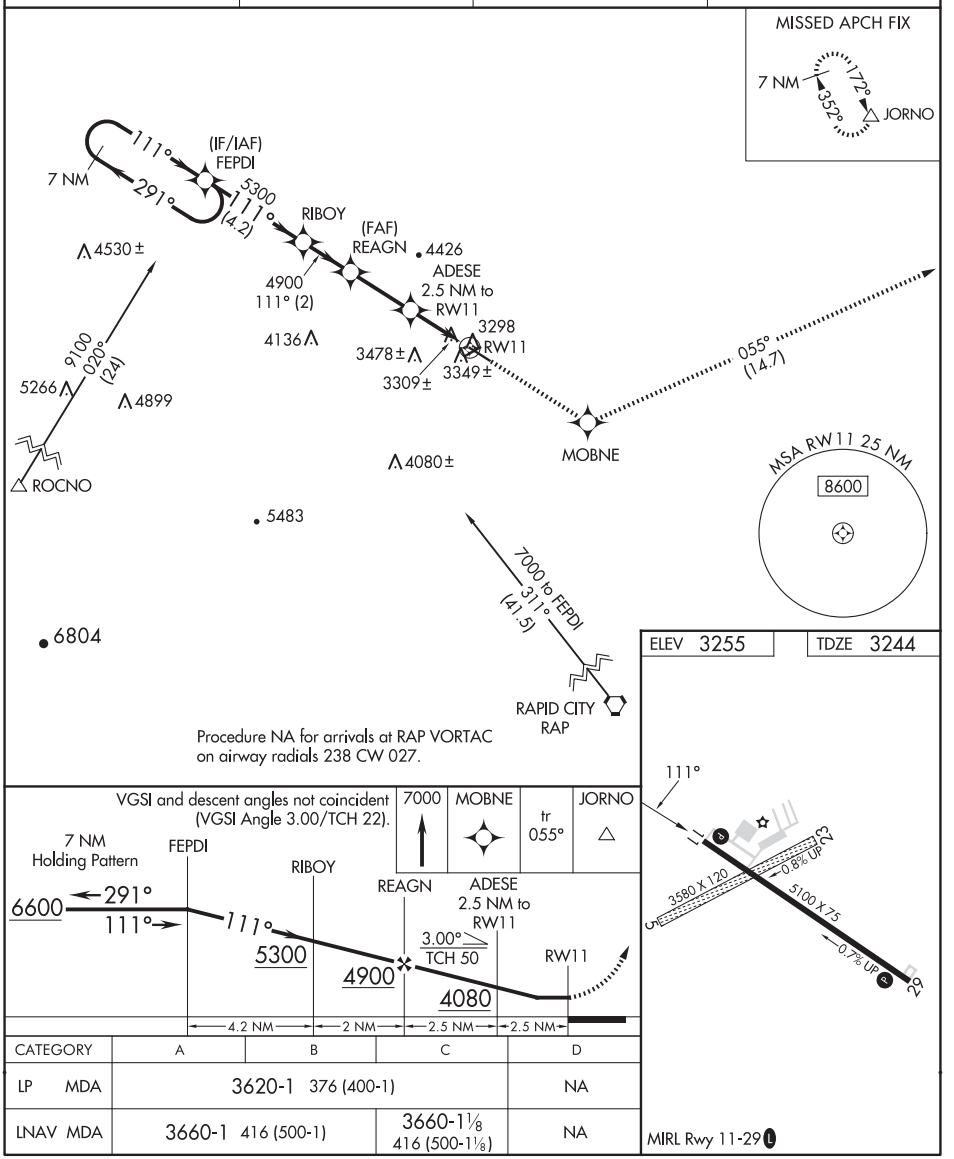
STURGIS MUNI (49B)

RNP APCH - GPS.

Rwy 11 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 7000 direct MOBNE and on track 055° to JORNO and hold.

AWOS-3P	ELLSWORTH APP CON ★	GCO	UNICOM
119.275	119.5 259.1	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	3620-1 376 (400-1)			NA
LNAV MDA	3660-1 416 (500-1)		3660-1⅛ 416 (500-1⅛)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

STURGIS, SOUTH DAKOTA | AL-9215 (FAA) | 24249

WAAS	APP CRS	Rwy Idg	5100
CH 90321	292°	TDZE	3231
W29A		Apt Elev	3255

RNAV (GPS) RWY 29

STURGIS MUNI (49B)

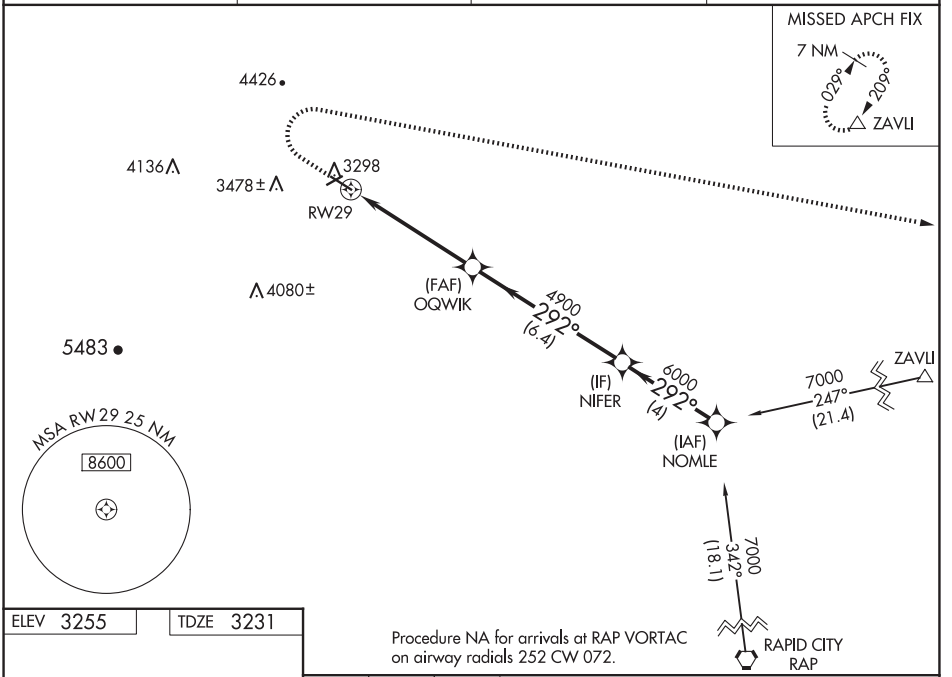
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C

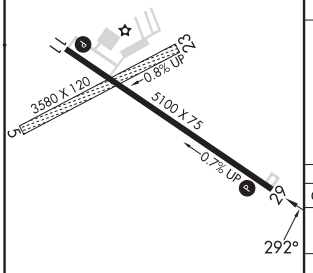
*Missed approach requires minimum climb of 364 feet per NM to 4900.

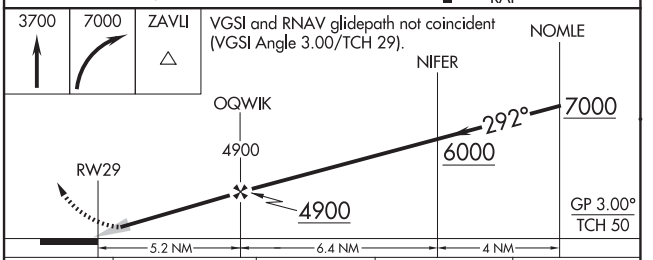
MISSED APPROACH: Climb to 3700 then climbing right turn to 7000 direct ZAVLI and hold.

AWOS-3P	ELLSWORTH APP CON *	GCO	UNICOM
119.275	119.5 259.1	121.725	122.8 (CTAF) L



Procedure NA for arrivals at RAP VORTAC on airway radials 252 CW 072.





ELEV 3255 | TDZE 3231

MIRL Rwy 11-29 L

CATEGORY	A	B	C	D
LPV DA*	3532-1 301 (300-1)			NA
LPV DA	3532-1 301 (300-1)		4073-3 842 (900-3)	NA
LNAV/VNAV DA	3532-1 301 (300-1)		3986-3 755 (800-3)	NA
LNAV MDA	3640-1 409 (400-1)		4280-3 1049 (1100-3)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

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)

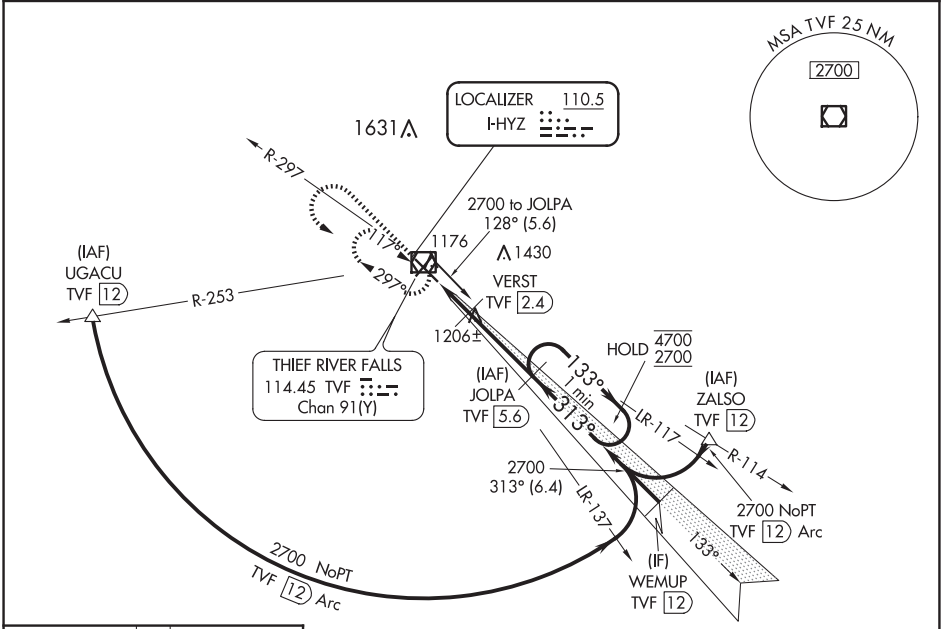
DME required for procedure entry. DME required.

For inop ALS, increase S-LOC 31 Cat C/D visibility to 1 SM. DME from TVF VOR/DME. Simultaneous reception of I-HYZ and TVF DME required.

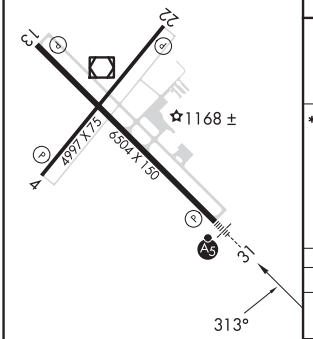
MALSR

MISSED APPROACH: Climb to 2700 then left turn direct TVF VOR/DME and hold.

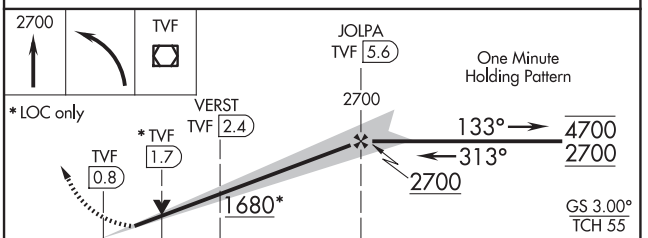
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.025	132.15 269.6	122.8 (CTAF) L



ELEV 1119 D TDZE 1114



HIRL Rwy 13-31 L
MIRL Rwy 4-22 L
REIL Rwys 4, 13 and 22 L



CATEGORY	A	B	C	D
S-ILS 31	1314-½ 200 (200-½)			
S-LOC 31	1460-½ 346 (400-½)		1460-⅝ 346 (400-⅝)	
C CIRCLING	1540-1 421 (500-1)	1580-1 461 (500-1)	1820-2 701 (800-2)	1980-2¾ 861 (900-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 4

THIEF RIVER FALLS RGNL (TVF)

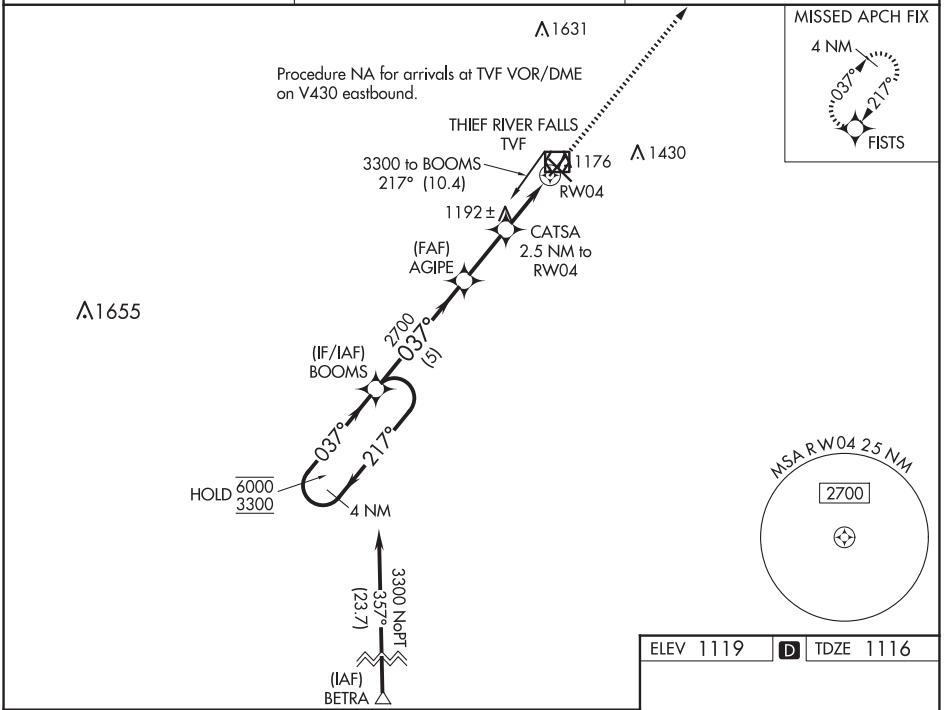
WAAS	APP CRS	Rwy Idg	4997
CH 70636	037°	TDZE	1116
W04A		Apt Elev	1119

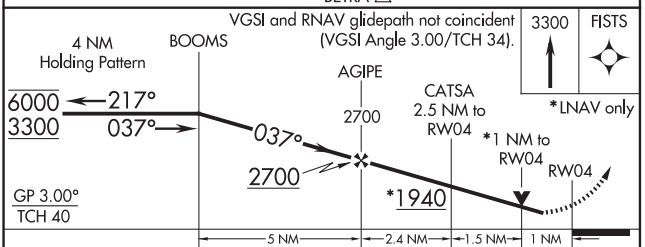
RNP APCH.

TA Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

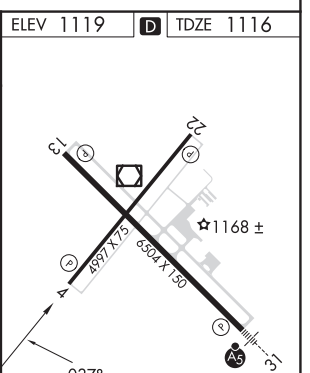
MISSED APPROACH: Climb to 3300 direct FISTS and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.025	132.15 269.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1366-1	250 (300-1)	NA	
LNAV/VNAV DA	1366-1	250 (300-1)	NA	
LNAV MDA	1460-1	344 (400-1)	NA	
C CIRCLING	1540-1 421 (500-1)	1580-1 461 (500-1)	NA	



HIRL Rwy 13-31 L
MIRL Rwy 4-22 L
REIL Rwys 4, 13 and 22 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 72711 W13A	APP CRS 133°	Rwy Idg 6504	TDZE 1115	Apt Elev 1119

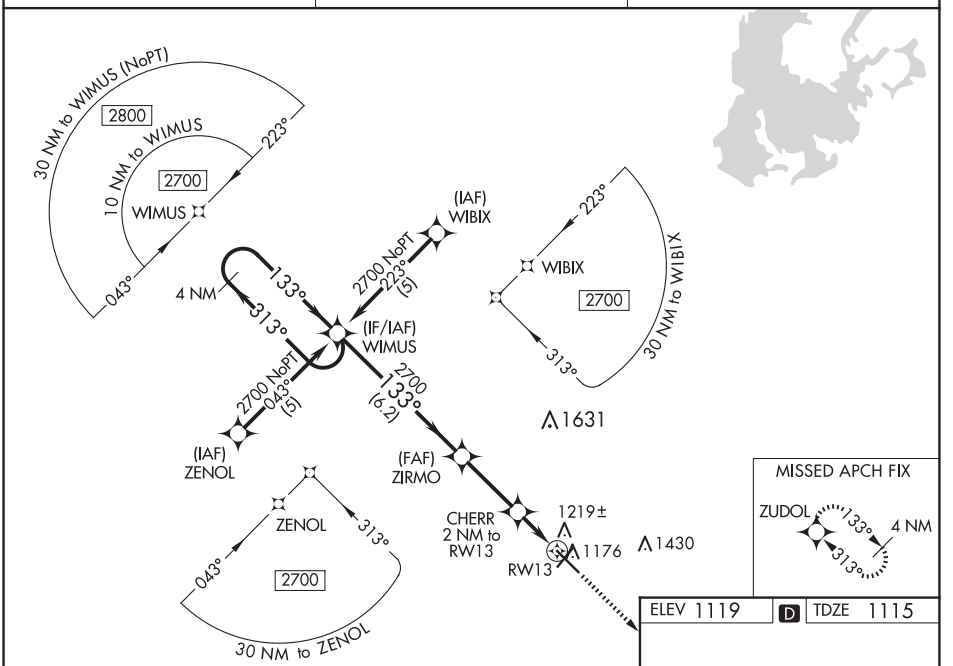
RNAV (GPS) RWY 13

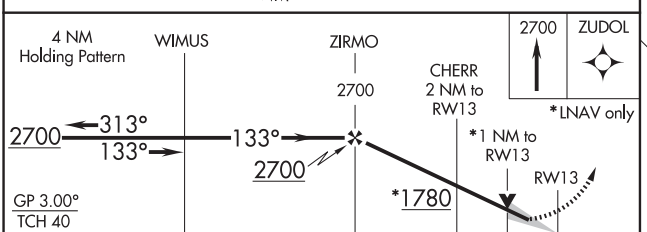
THIEF RIVER FALLS RGNL (TVF)

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 ⅛ SM; increase LNAV/VNAV DA to 1518 feet and all visibilities ¼ SM; increase all MDAs 100 feet and visibility Cats C and D ⅜ SM.

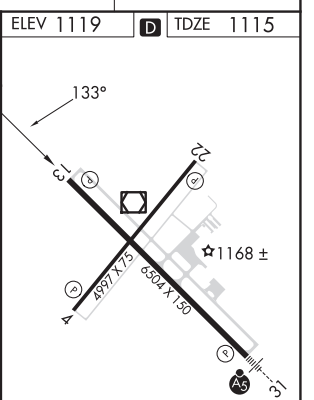
MISSED APPROACH: Climb to 2700 direct ZUDOL and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.025	132.15 269.6	122.8 (CTAF) L





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)
C 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 L
MIRL Rwy 4-22 L
REIL Rwys 4, 13 and 22 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 22

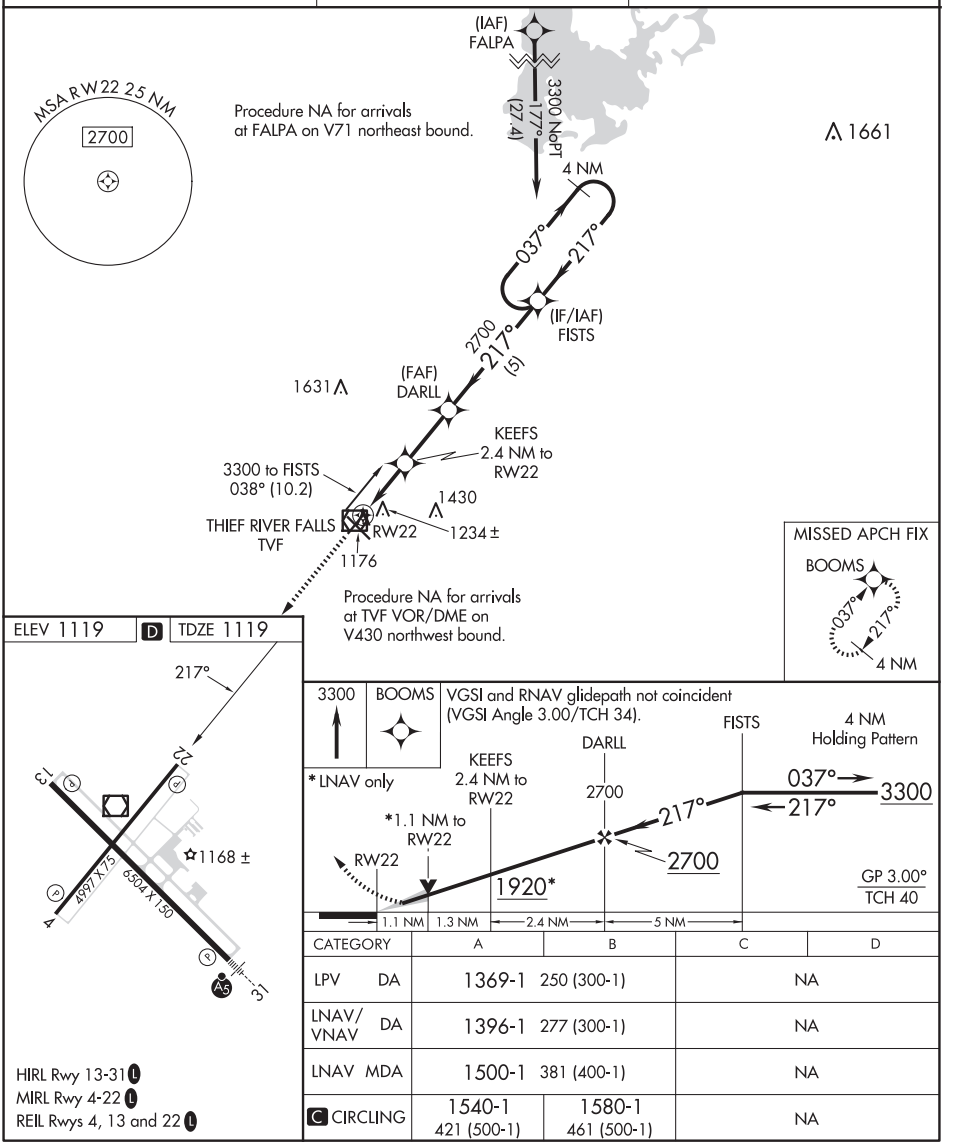
THIEF RIVER FALLS RGNL (TVF)

WAAS	APP CRS	Rwy Idg	4997
CH 77836	217°	TDZE	1119
W22A		Apt Elev	1119

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 1⅛ mile and LNAV/VNAV all Cats visibility to 1¼ mile.

MISSED APPROACH: Climb 3300 direct BOOMS and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.025	132.15 269.6	122.8 (CTAF) L



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	
C CIRCLING	1540-1 421 (500-1)	1580-1 461 (500-1)	NA	

HIRL Rwy 13-31 L
MIRL Rwy 4-22 L
REIL Rwys 4, 13 and 22 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	6304
CH 69311	313°	TDZE	1114
W31A		Apt Elev	1119

RNAV (GPS) RWY 31

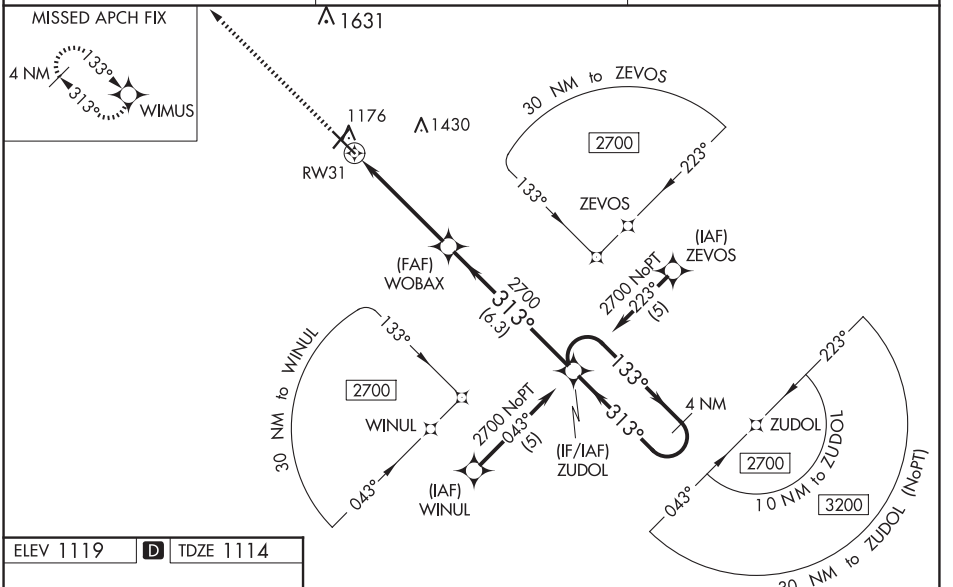
THIEF RIVER FALLS RGNL (TVF)

T A 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 1446 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 1510 feet and all visibilities ⅜ SM; increase all MDAs 100 feet and visibility Cats C and D ¼ SM. For inoperative MALSR, increase LNAV Cats C/D visibility to 1⅜ mile. For inoperative MALSR, when using Crookston altimeter setting,increase LPV all Cats visibility to 1⅛ mile, LNAV/VNAV all Cats visibility to 1¼ mile, LNAV Cats C/D visibility to 1⅝ mile.

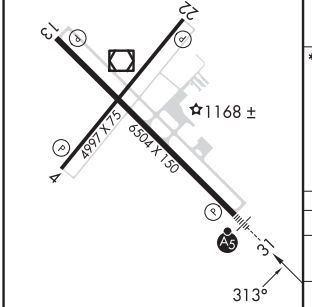
MALSR (A5)

MISSED APPROACH: Climb to 2700 direct WIMUS and hold.

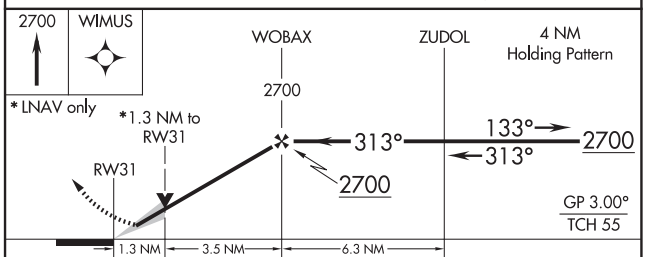
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.025	132.15 269.6	122.8 (CTAF) L



ELEV 1119 D TDZE 1114



HIRL Rwy 13-31 L
MIRL Rwy 4-22 L
REIL Rwys 4, 13 and 22 L



CATEGORY	A	B	C	D
LPV DA	1364-½ 250 (300-½)			
LNAV/VNAV DA	1428-½ 314 (400-½)			
LNAV MDA	1580-½ 466 (500-½)		1580-1 466 (500-1)	
C CIRCLING	1580-1 461 (500-1)		1820-2 701 (800-2)	1980-2¾ 861 (900-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR RWY 31

THIEF RIVER FALLS RGNL (TVF)

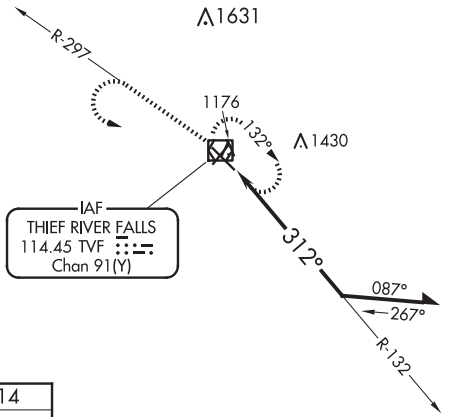
VOR/DME TVF	APP CRS	Rwy Idg	6304
114.45	312°	TDZE	1114
Chan 91(Y)		Apt Elev	1119

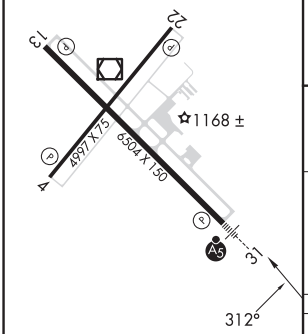
T A

MALSR

MISSED APPROACH: Climb to 2700 on TVF R-297 then left turn direct TVF VOR/DME and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.025	132.15 269.6	122.8 (CTAF) L





2700 TVF R-297	TVF	TVF VOR/DME	Remain within 10 NM
		132° 2700 312°	

CATEGORY	A	B	C	D
S-31	1660-½ 546 (600-½)		1660-1⅛ 546 (600-1⅛)	
C CIRCLING	1660-1 541 (600-1)		1820-2 701 (800-2)	1980-2¾ 861 (900-2¾)

HIRL Rwy 13-31 L
MIRL Rwy 4-22 L
REIL Rwys 4, 13, and 22 L

48°04′N-96°11′W

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME TVF	APP CRS	Rwy Idg	6504
114.45	117°	TDZE	1115
Chan 91(Y)		Apt Elev	1119

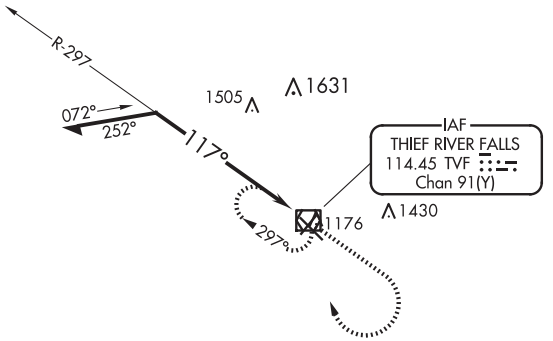
VOR Y RWY 13

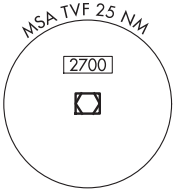
THIEF RIVER FALLS RGNL (TVF)

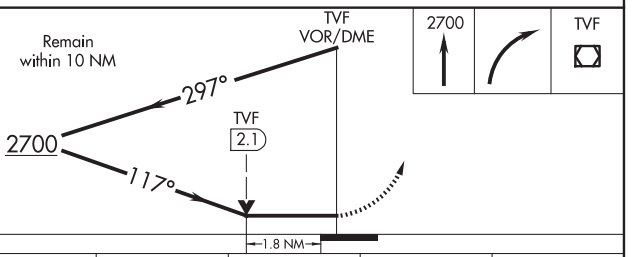
Circling to Rwy 4/22 NA at night.

MISSED APPROACH: Climb to 2700 then right turn direct TVF VOR/DME and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.025	132.15 269.6	122.8 (CTAF) L

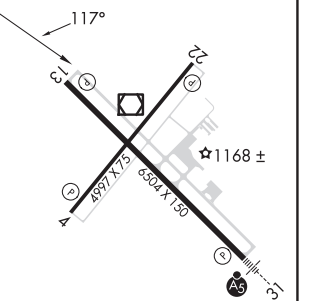






CATEGORY	A	B	C	D
S-13	1740-1	625 (700-1)	1740-1¾ 625 (700-1¾)	1740-2 625 (700-2)
C CIRCLING	1740-1	621 (700-1)	1820-2 701 (800-2)	1980-2¾ 861 (900-2¾)

ELEV 1119 D TDZE 1115



HIRL Rwy 13-31 L
MIRL Rwy 4-22 L
REIL Rwys 4, 13, and 22 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

THIEF RIVER FALLS, MINNESOTA | AL-5201 (FAA) | 22307

VOR/DME TVF	APP CRS	Rwy Idg	6504
114.45	117°	TDZE	1115
Chan 91(Y)		Apt Elev	1119

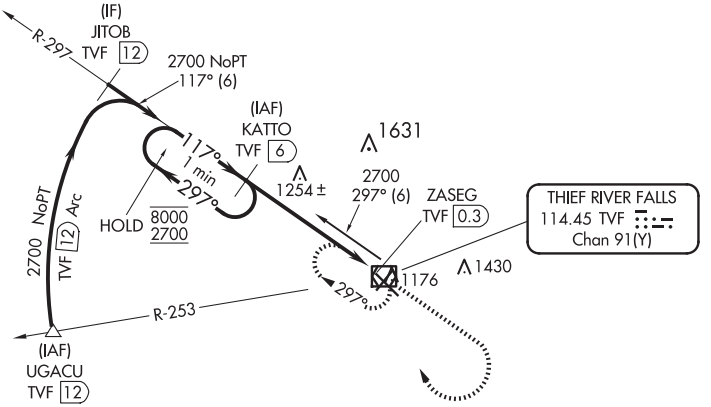
VOR Z RWY 13

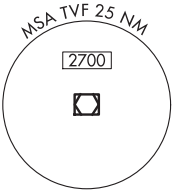
THIEF RIVER FALLS RGNL (TVF)

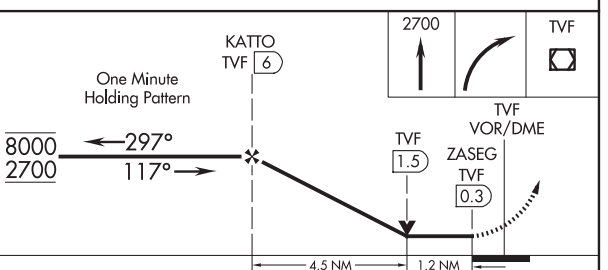
DME required.

MISSED APPROACH: Climb to 2700 then right turn direct TVF VOR/DME and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.025	132.15 269.6	122.8 (CTAF) L

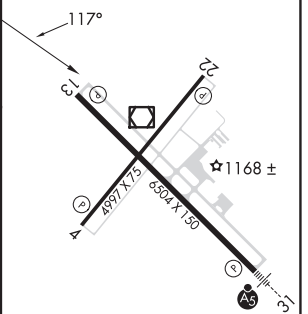






CATEGORY	A	B	C	D
S-13	1520-1	405 (500-1)	1520-1¼	405 (500-1¼)

ELEV 1119 D TDZE 1115



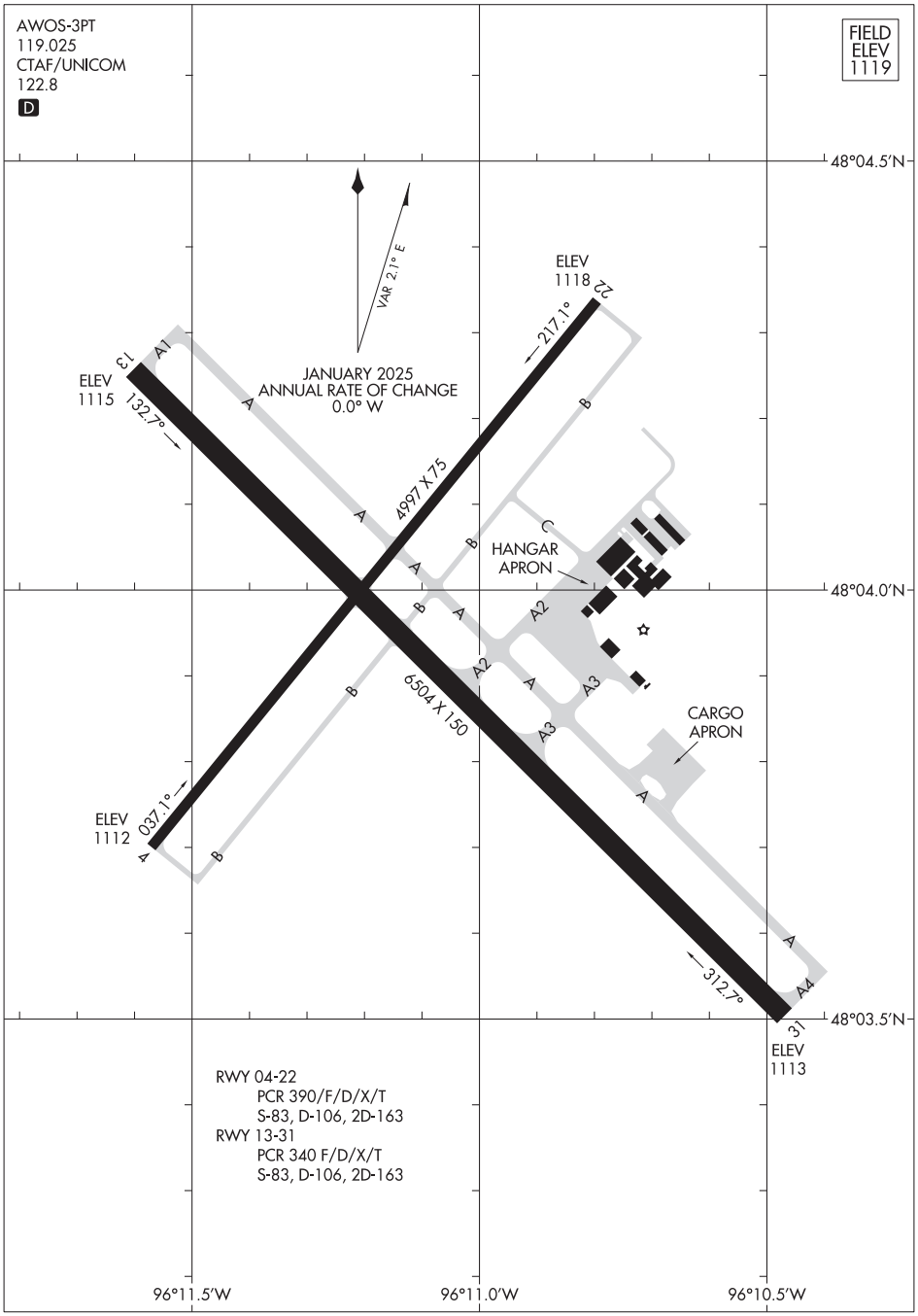
HIRL Rwy 13-31 L
MIRL Rwy 4-22 L
REIL Rwys 4, 13, and 22 L

THIEF RIVER FALLS, MINNESOTA
Amdt 2D 25APR19

48°04'N-96°11'W

THIEF RIVER FALLS RGNL (TVF)
VOR Z RWY 13

NC-1, 07 AUG 2025 to 02 OCT 2025



NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 12

TIOGA MUNI (D60)

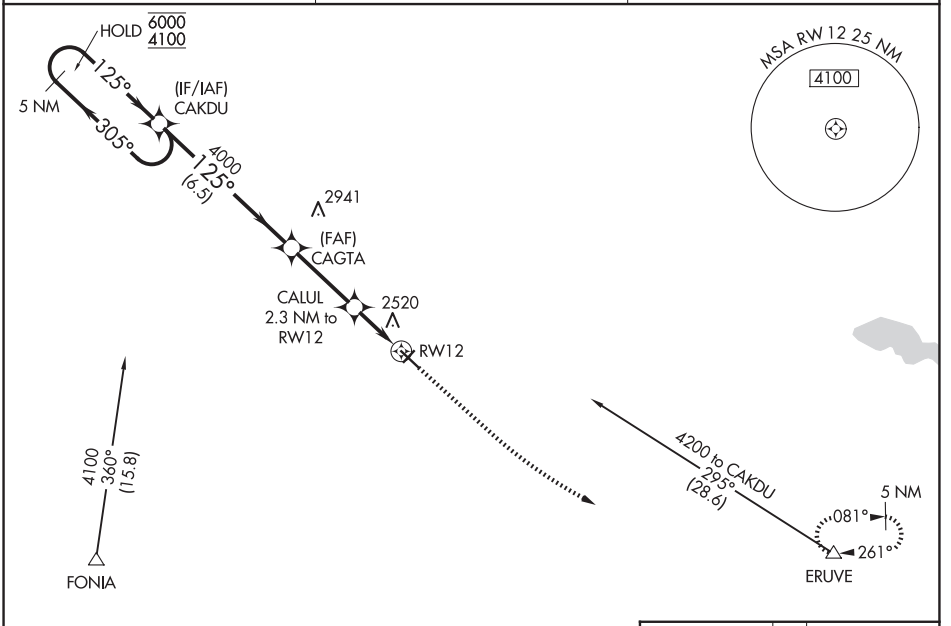
WAAS	APP CRS	Rwy Ldg	5102
CH 82139	125°	TDZE	2253
W12A		Apt Elev	2271

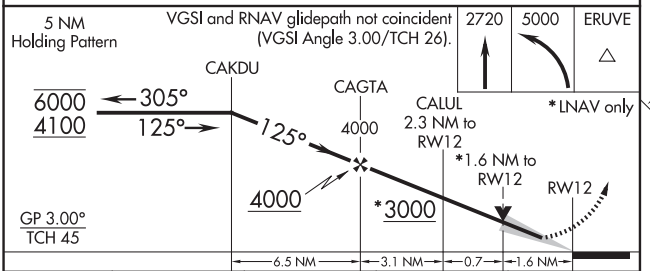
RNP APCH.

Circling NA to Rwys 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.

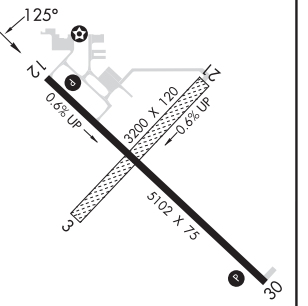
AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	127.6 279.6	122.9 L





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)

ELEV 2271 TDZE 2253



MIRL Rwy 12-30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 56630 W30A	APP CRS 305°	Rwy Ldg 5102 TDZE 2271 Apt Elev 2271

RNAV (GPS) RWY 30

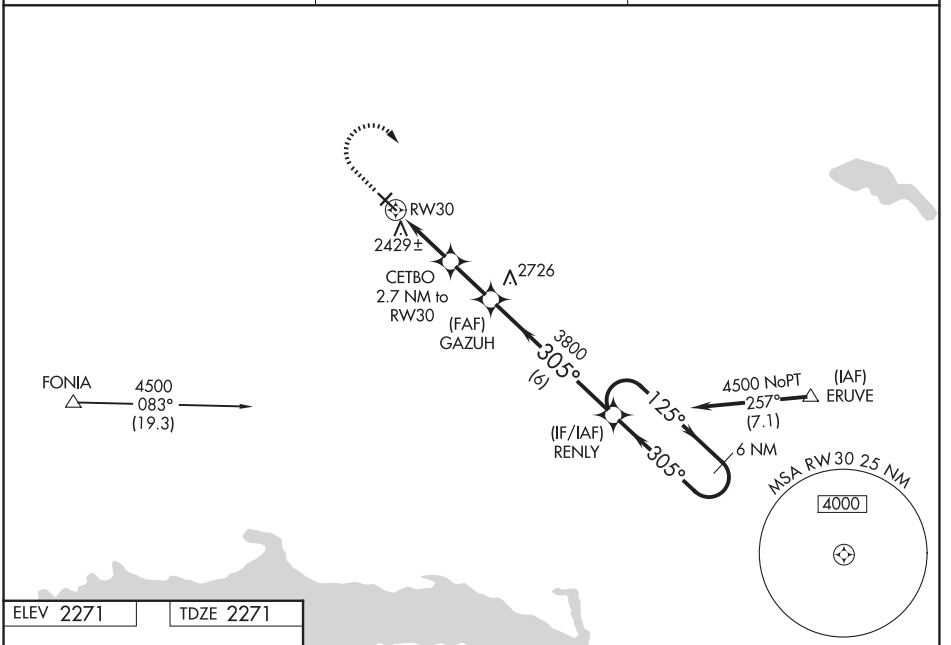
TIOGA MUNI (D60)

RNP APCH.

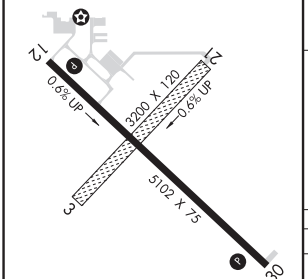
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Rwy 30 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 3 and 21.

MISSED APPROACH: Climb to 3200 then climbing right turn to 4500 direct RENLY and hold.

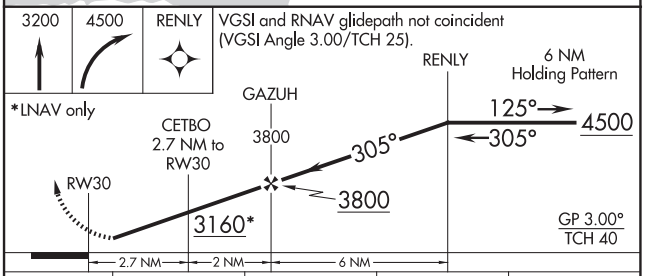
AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	127.6 279.6	122.9 L



ELEV 2271 TDZE 2271



MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	2521-1 250 (300-1)			
LNAV/VNAV DA	2712-1⅜ 441 (500-1⅜)			
LNAV MDA	2720-1 449 (500-1)		2720-1⅜ 449 (500-1⅜)	
CIRCLING	2820-1 549 (600-1)	2980-1 709 (800-1)	2980-2 709 (800-2)	3000-2¼ 729 (800-2¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

TOWER, MINNESOTA AL-10374 (FAA) 25163

RNAV (GPS) RWY 8

TOWER MUNI (12D)

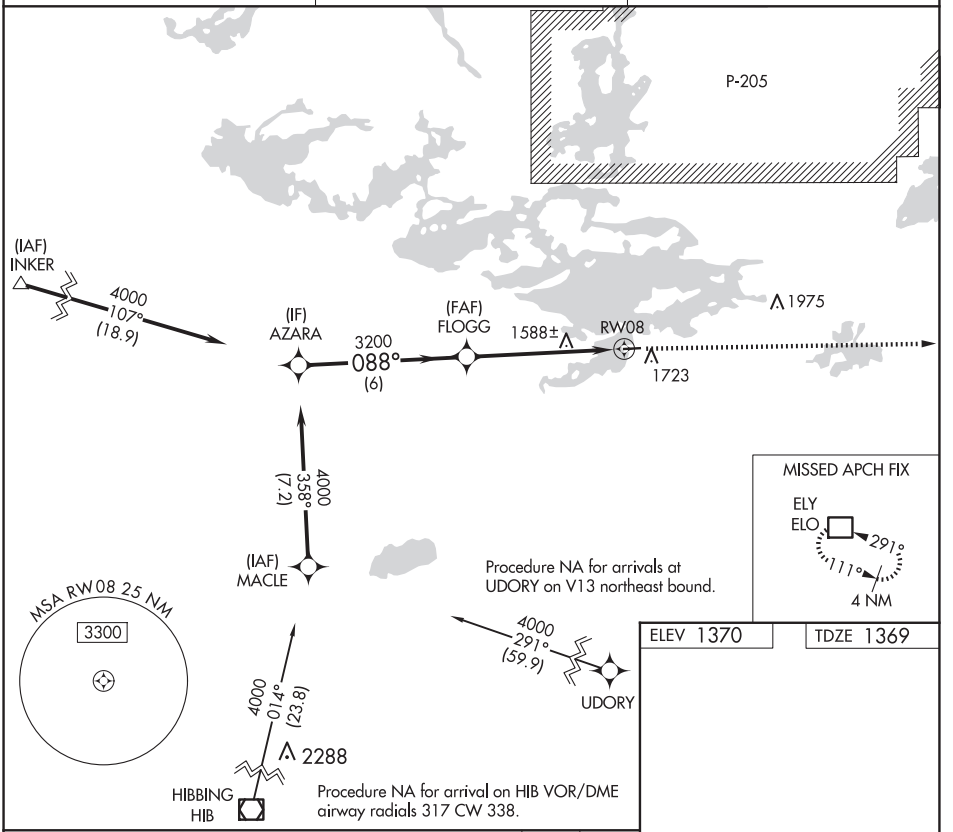
APP CRS	Rwy Ldg	3400
088°	TDZE	1369
	Apt Elev	1370

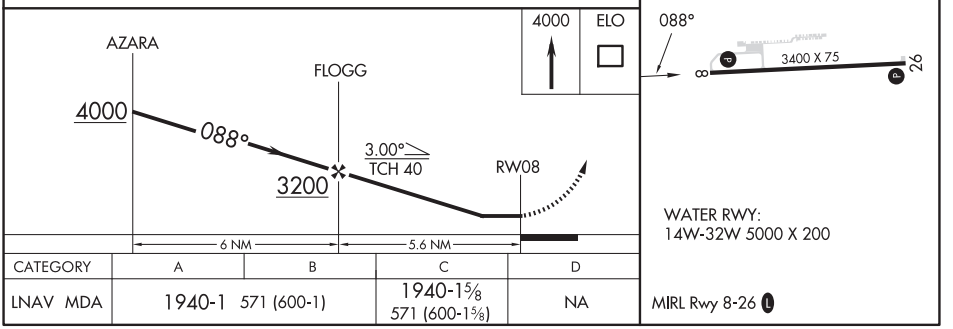
RNP APCH.

Procedure NA at night.
NA
Rwy 8 helicopter visibility reduction below 1 SM NA.
-34°C
Use Cook altimeter setting,

MISSED APPROACH: Climb to 4000 direct ELO DME and hold.

CQM AWOS-3	MINNEAPOLIS CENTER	CTAF
118.175	127.9 281.45	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1940-1 571 (600-1)		1940-1⅝ 571 (600-1⅝)	NA

MIRL Rwy 8-26 L

TOWER, MINNESOTA
Amdt 1 05DEC19

47°49′N-92°17′W

TOWER MUNI (12D)

RNAV (GPS) RWY 8

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	3400
268°	TDZE	1370
	Apt Elev	1370

RNAV (GPS) RWY 26
TOWER MUNI (12D)

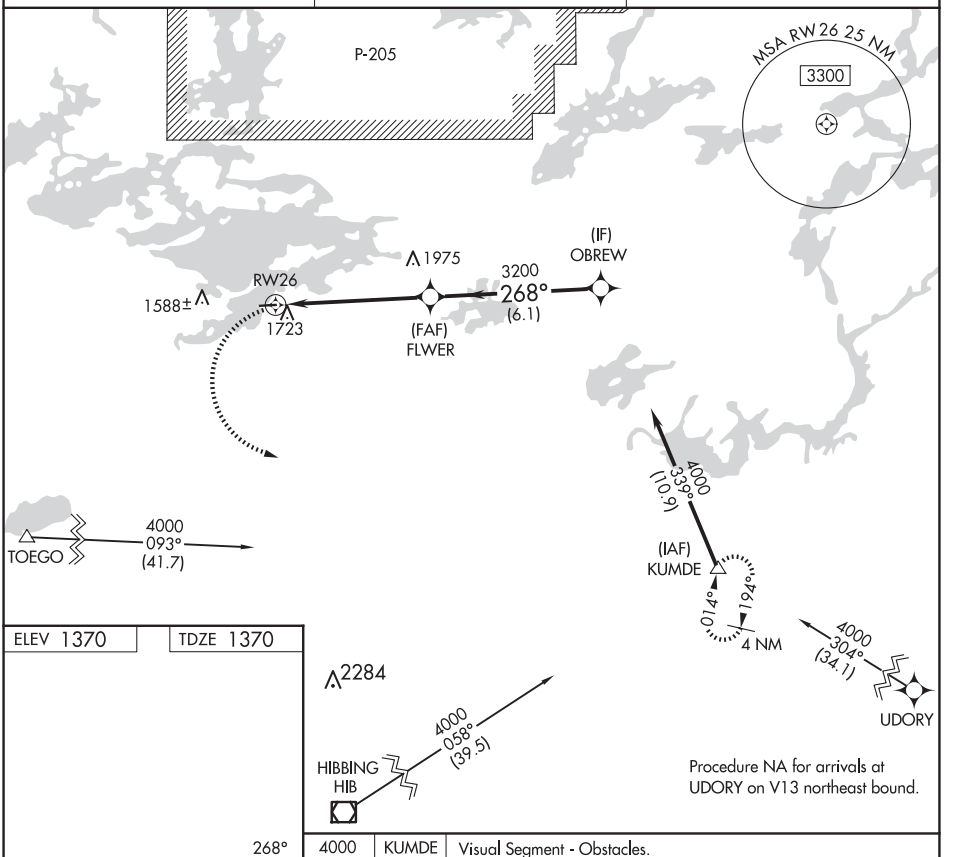
RNP APCH.

T
NA
-34°C

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.

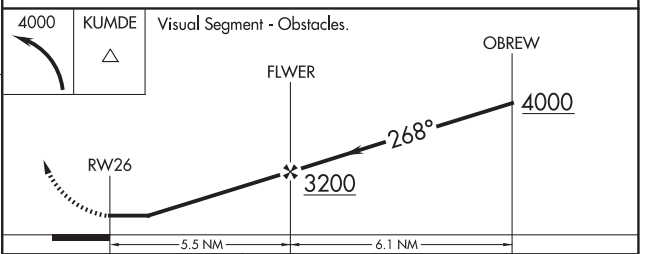
CQM AWOS-3	MINNEAPOLIS CENTER	CTAF
118.175	127.9 281.45	122.9 L



ELEV 1370 TDZ 1370

WATER RWY:
14W-32W 5000 X 200

MIRL Rwy 8-26 L



CATEGORY	A	B	C	D
LNAV MDA	2100-1	730 (800-1)	2100-2 730 (800-2)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

TRACY, MINNESOTA AL-9494 (FAA) 23110

APP CRS	Rwy Idg	3098
114°	TDZE	1336
	Apt Elev	1336

RNAV (GPS) RWY 11

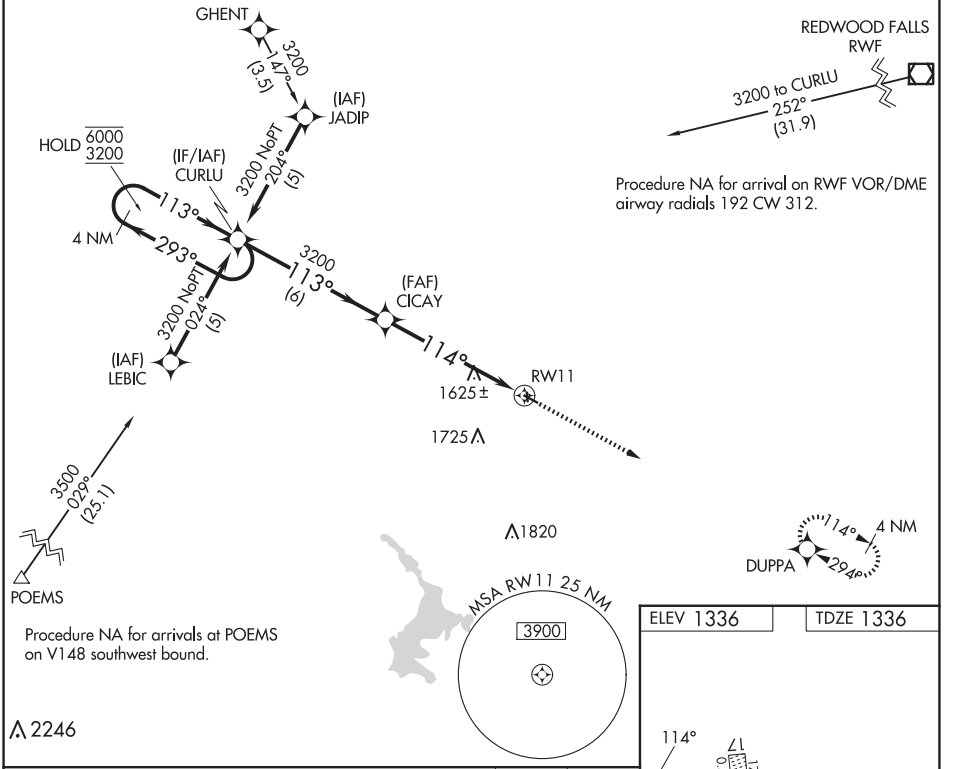
TRACY MUNI (TKC)

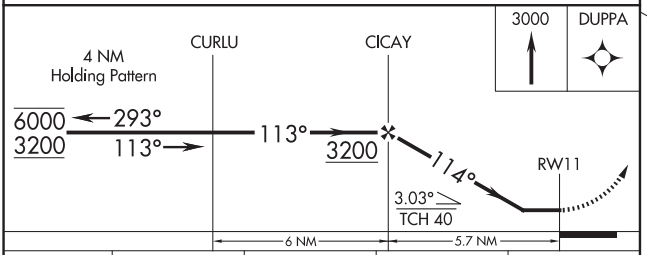
RNP APCH - GPS.

Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 17-35.

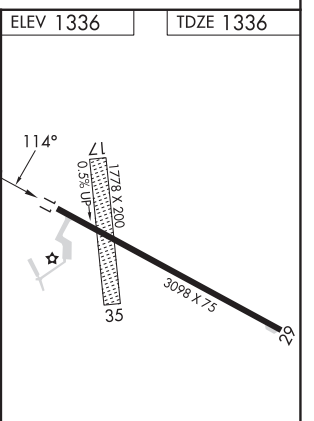
MISSED APPROACH: Climb to 3000 direct DUPPA and hold.

AWOS-3PT	MINNEAPOLIS CENTER	CTAF
120.0	127.1 290.2	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1920-1	584 (600-1)	NA	
CIRCLING	1960-1	624 (700-1)	NA	



MIRL Rwy 11-29 L

TRACY, MINNESOTA
Orig-C 20APR23

44°15'N-95°36'W

TRACY MUNI (TKC)

RNAV (GPS) RWY 11

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3098
294°	TDZE	1335
	Apt Elev	1336

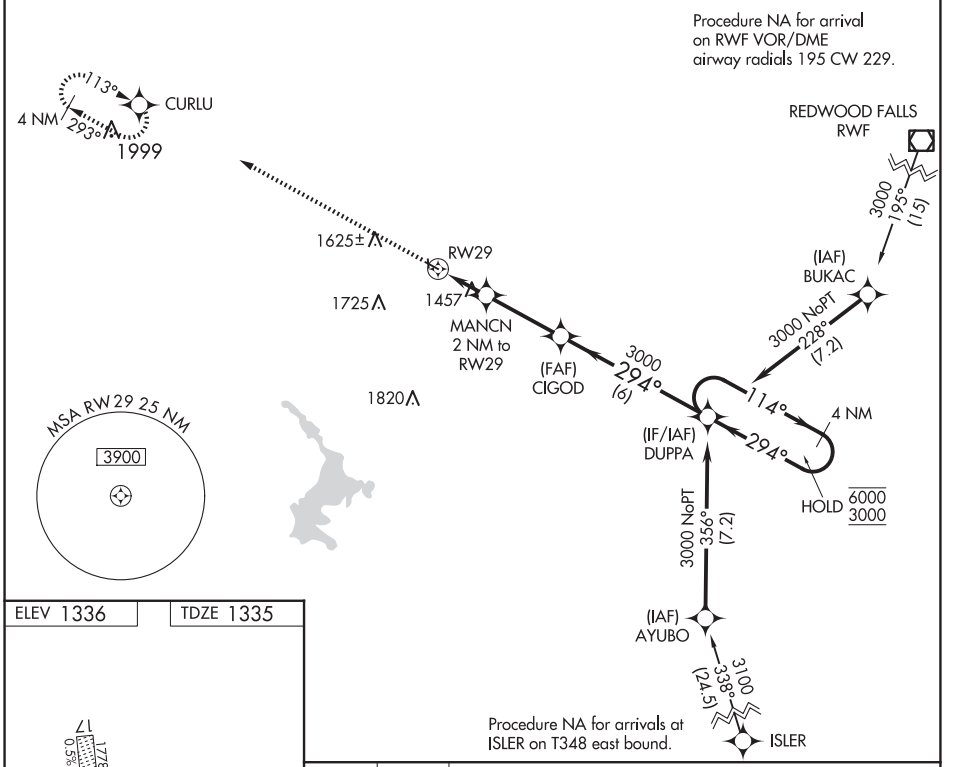
RNAV (GPS) RWY 29
TRACY MUNI (TKC)

RNP APCH-GPS.

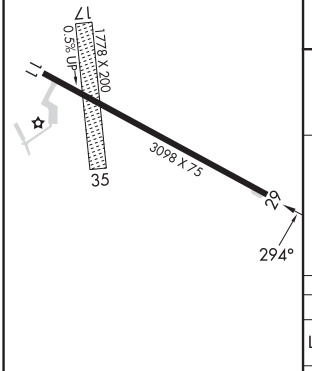
Procedure NA at night. Circling NA to Rwy 17-35.

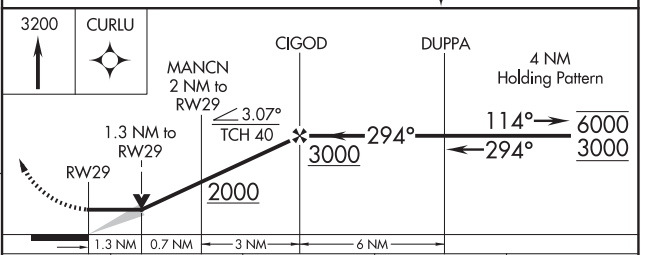
MISSED APPROACH: Climb to 3200 direct CURLU and hold.

AWOS-3PT	MINNEAPOLIS CENTER	CTAF
120.0	127.1 290.2	122.9 (L)



ELEV 1336 | TDZE 1335





CATEGORY	A	B	C	D
LNAV MDA	1720-1 385 (400-1)		NA	
C CIRCLING	1920-1 584 (600-1)		NA	

MIRL Rwy 11-29 (L)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 6

RICHARD B HELGESON (TWM)

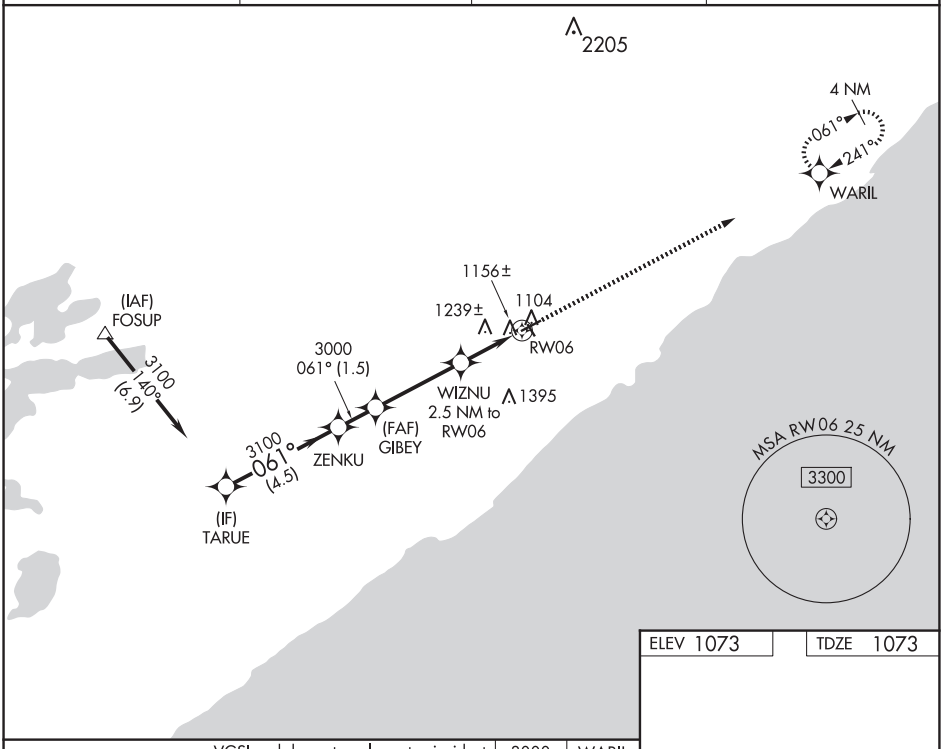
WAAS	APP CRS		
CH **53721**	**061°**	Rwy Idg	**4400**
W06A		TDZE	**1073**
		Apt Elev	**1073**

RNP APCH.

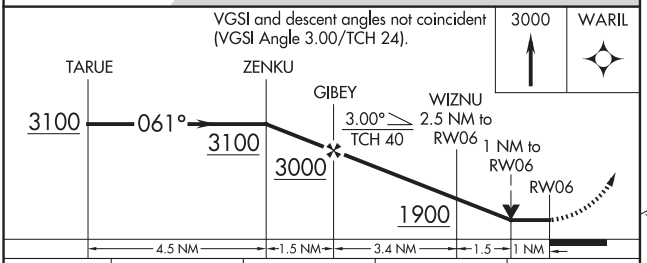
When local altimeter setting not received, use Duluth Intl altimeter setting and increase all MDA 120 feet. VDP NA when using Duluth Intl altimeter setting. Rwy 6 helicopter visibility reduction below ¾ SM NA. Circling Rwy 15, 33 NA.

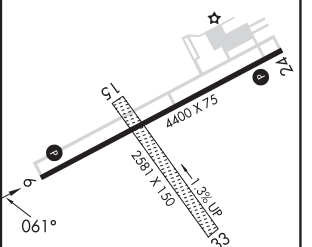
MISSED APPROACH: Climb to 3000 direct WARIL and hold.

AWOS-3PT	DULUTH APP CON	GCO	CTAF
119.325	**125.45 233.7**	**121.725**	**122.9** L



ELEV 1073 TDZE 1073





CATEGORY	A	B	C	D
LP MDA	1420-1 347 (400-1)		NA	
LNAV MDA	1500-1 427 (500-1)		NA	
CIRCLING	1600-1 527 (600-1)	1760-1 687 (700-1)	NA	

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90521 W24A	APP CRS 241°	Rwy Idg 4400 / TDZE 1073 / Apt Elev 1073

RNAV (GPS) RWY 24

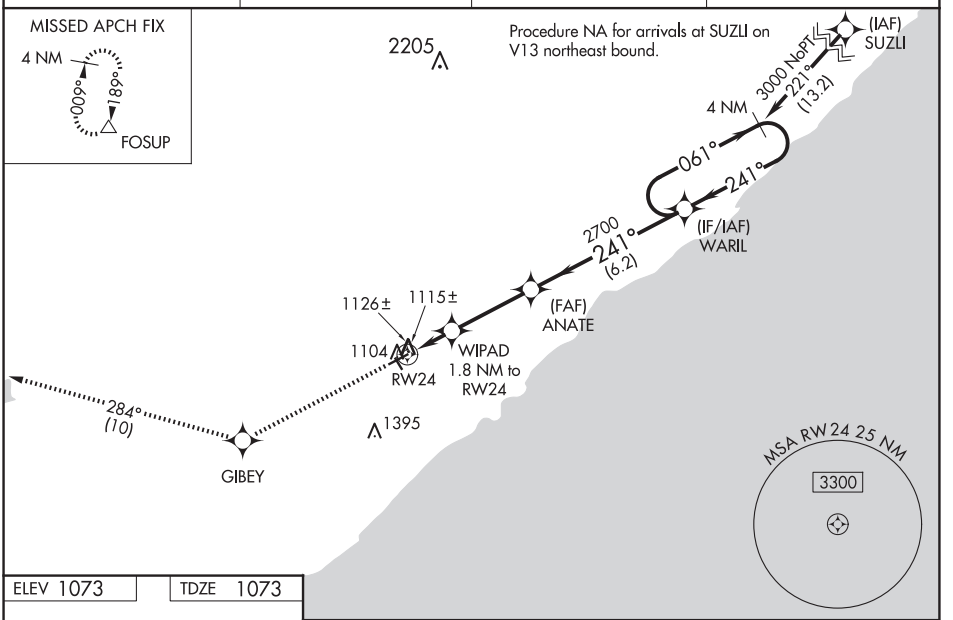
RICHARD B HELGESON (TWM)

RNP APCH.

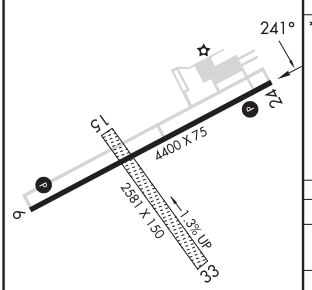
Baro-VNAV NA and VDP NA when using Duluth Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Duluth Intl altimeter setting: increase LPV and LNAV/VNAV DA to 1424 feet and visibility all Cats ¼ SM; increase all MDA 120 feet. Rwy 24 helicopter visibility reduction below ¾ SM NA. Circling to Rwy 15, 33 NA.

MISSED APPROACH: Climb to 3600 direct GIBEY and on track 284° to FOSUP and hold.

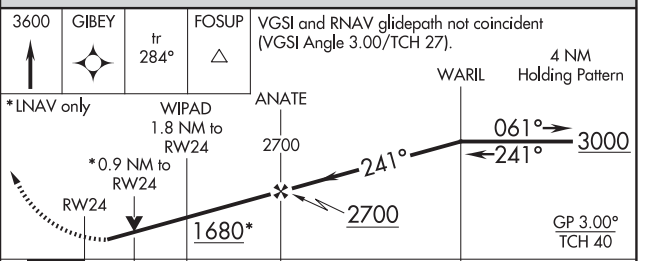
AWOS-3PT	DULUTH APP CON	GCO	CTAF
119.325	125.45 233.7	121.725	122.9 L



ELEV 1073	TDZE 1073



MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L



CATEGORY	A	B	C	D
LPV DA	1323-⅞ 250 (300-⅞)		NA	
LNAV/VNAV DA	1323-⅞ 250 (300-⅞)		NA	
LNAV MDA	1380-1 307 (400-1)		NA	
CIRCLING	1600-1 527 (600-1)	1760-1 687 (700-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VALLEY CITY, NORTH DAKOTA | AL-6808 (FAA) | 24137

WAAS	APP CRS	Rwy Idg	4201
CH 70618	127°	TDZE	1402
W13A		Apt Elev	1402

RNAV (GPS) RWY 13

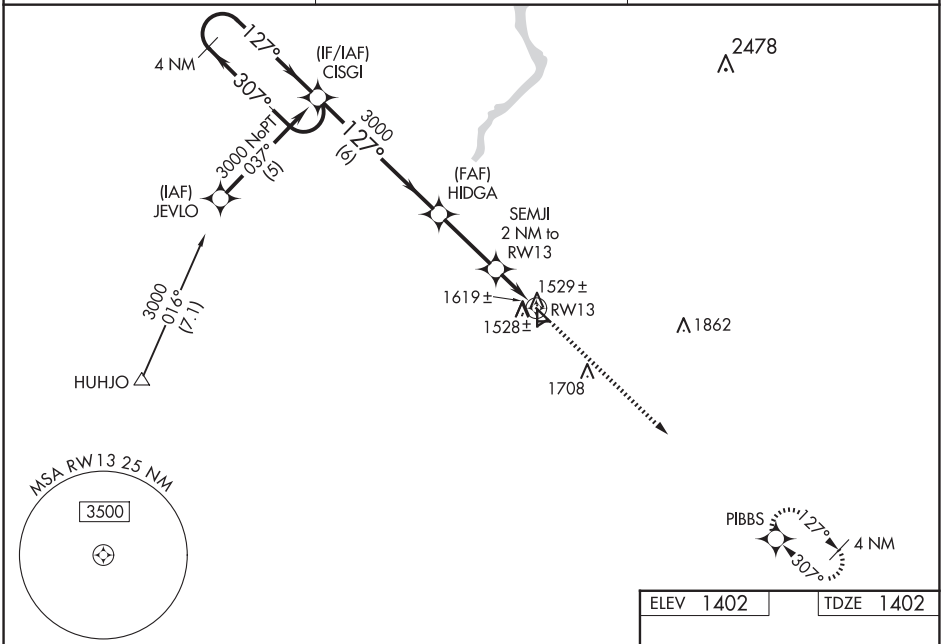
BARNES COUNTY MUNI (BAC)

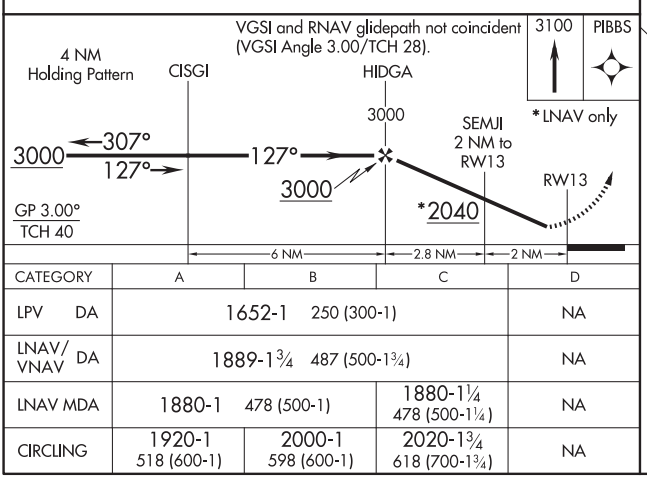
RNP APCH - GPS.

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 Rwys 5, 8, 17, 23, 26 and 35. Rwy 13 helicopter visibility reduction below ¾ SM NA.

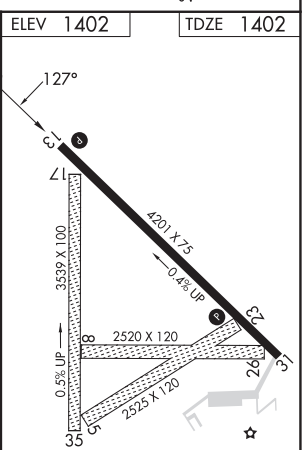
MISSED APPROACH: Climb to 3100 direct PIBBS and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.725	124.2 270.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1652-1 250 (300-1)			NA
LNAV/VNAV DA	1889-1¾ 487 (500-1¾)			NA
LNAV MDA	1880-1 478 (500-1)		1880-1¼ 478 (500-1¼)	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 13

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4201
CH 65918	307°	TDZE	1394
W31A		Apt Elev	1402

RNAV (GPS) RWY 31

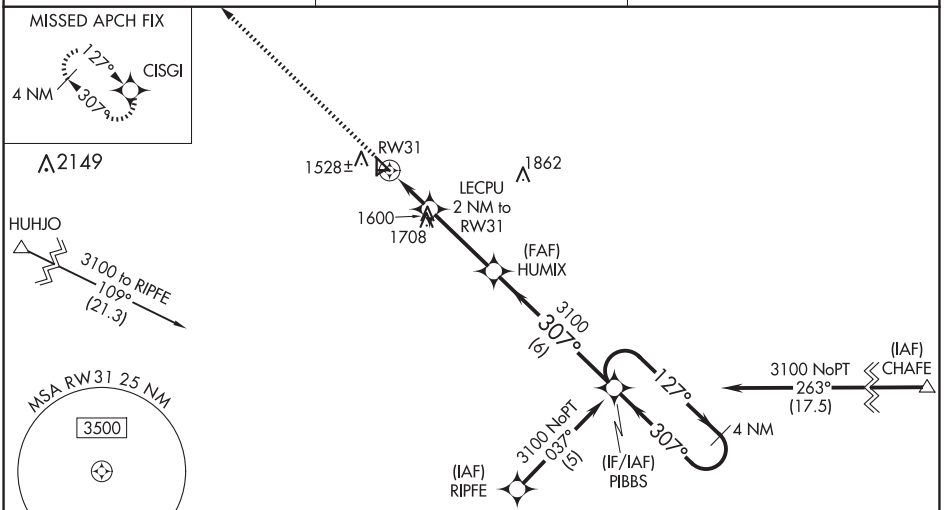
BARNES COUNTY MUNI (BAC)

RNP APCH - GPS.

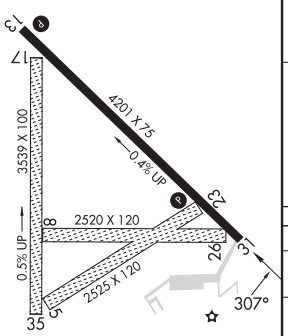
Baro-VNAV NA when using Jamestown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Jamestown altimeter setting: increase LPV DA to 1721 feet and all visibilities ¾ SM; increase LNAV/VNAV DA to 1794 and all visibilities ¾ SM; increase all MDA 80 feet and visibility Circling Cat C ¼ SM. Circling NA to Rwys 5, 8, 17, 23, 26, and 35. Rwy 31 helicopter visibility reduction below ¾ SM NA.

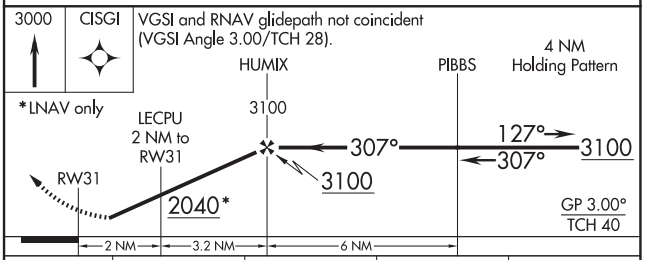
MISSED APPROACH: Climb to 3000 direct CISGI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.725	124.2 270.3	122.8 (CTAF) L



ELEV 1402	TDZE 1394





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

MIRL Rwy 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

VERMILLION, SOUTH DAKOTA | AL-6946 (FAA) | 24305

WAAS	APP CRS	Rwy Idg	4105
CH 72836	123°	TDZE	1147
W12A		Apt Elev	1147

RNAV (GPS) RWY 12

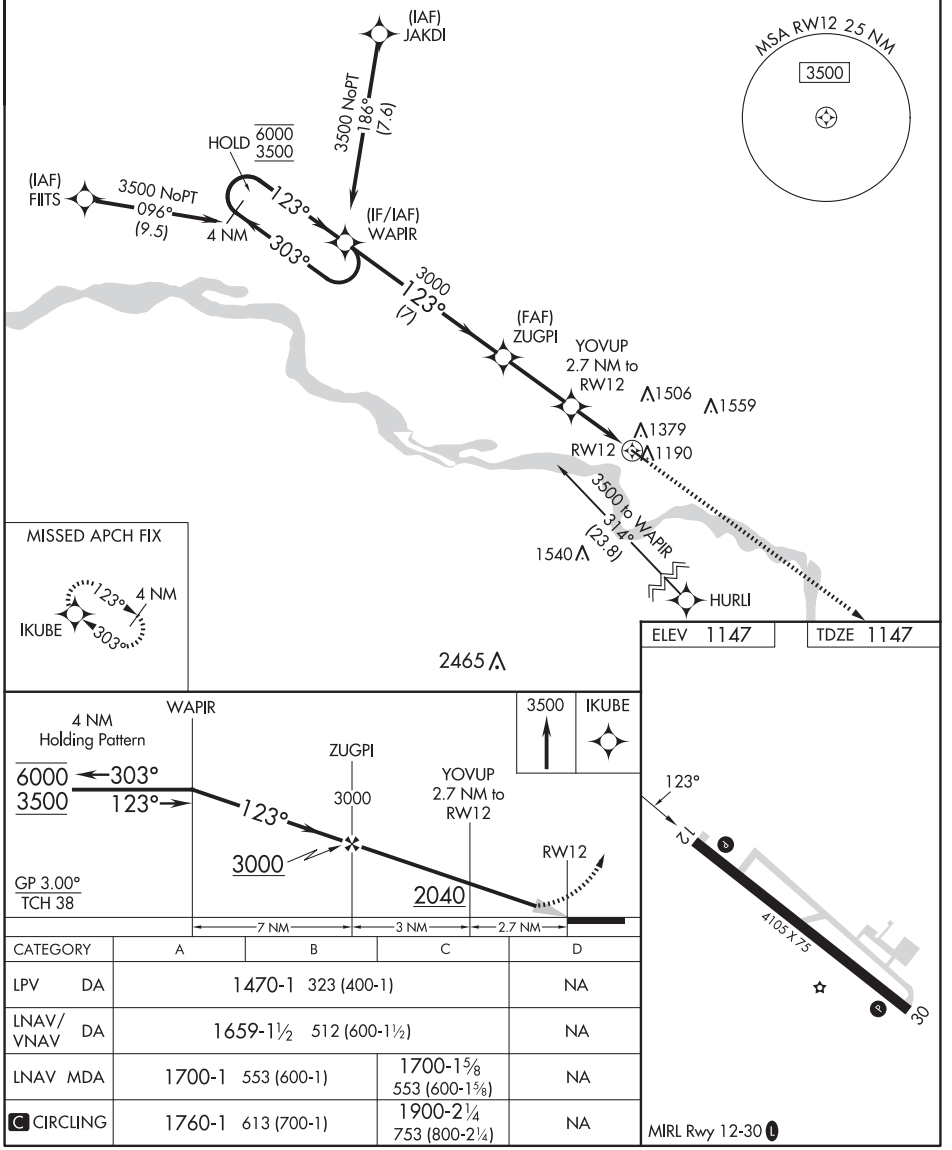
HAROLD DAVIDSON FLD (VMR)

RNP APCH - GPS.

T A NA — Baro-VNAV NA. Use Yankton altimeter setting.

MISSED APPROACH: Climb to 3500 direct IKUBE and hold.

AWOS-3P	YKN AWOS-3PT	SIOUX CITY APP CON★	AUNICOM
118.65	119.05	124.6 307.0	122.8 (CTAF) L



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 553 (600-1⅝)	NA
C CIRCLING	1760-1 613 (700-1)		1900-2¼ 753 (800-2¼)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4105
CH 53614	303°	TDZE	1147
W30A		Apt Elev	1147

RNAV (GPS) RWY 30
HAROLD DAVIDSON FLD (VMR)

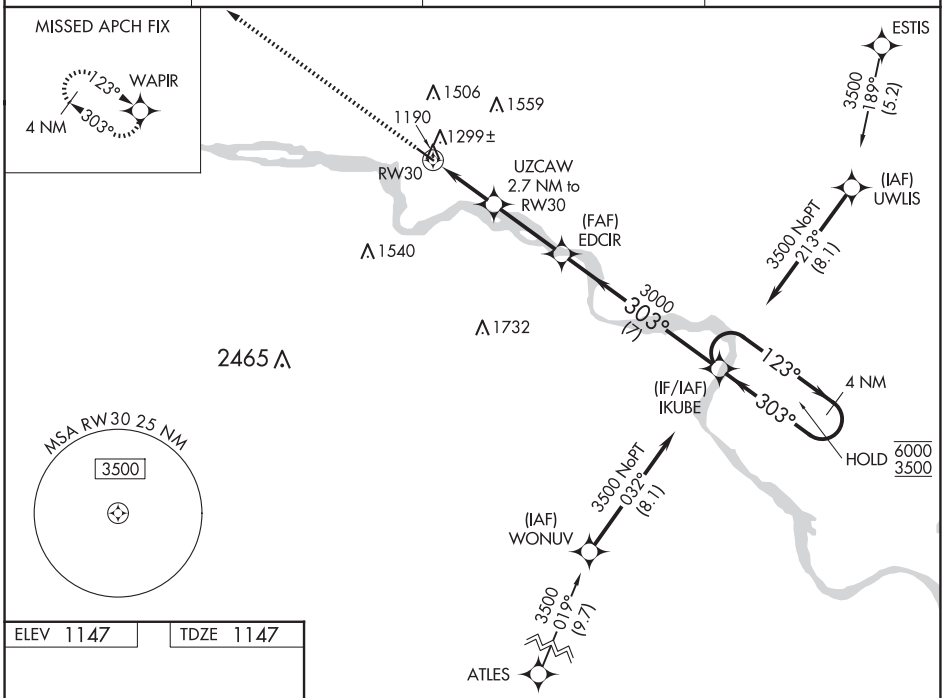
RNP APCH.

TNA

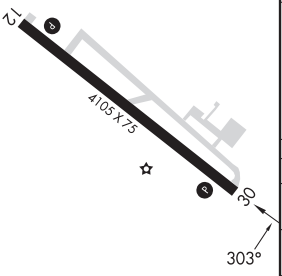
Baro-VNAV NA.
Use Yankton altimeter setting.

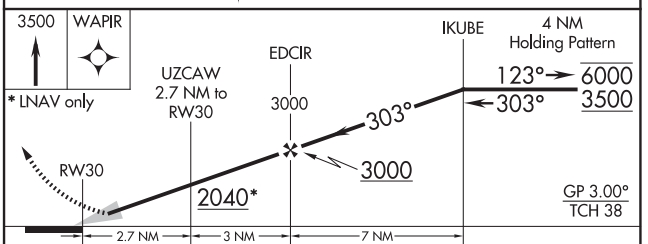
MISSED APPROACH: Climb to 3500 direct WAPIR and hold.

AWOS-3P	YKN AWOS-3PT	SIOUX CITY APP CON★	AUNICOM
118.65	119.05	124.6 307.0	122.8 (CTAF) L



ELEV 1147 TDZE 1147





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 433 (500-1¼)	NA
C CIRCLING	1760-1 613 (700-1)		1900-2¼ 753 (800-2¼)	NA

MIRL Rwy 12-30 L

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

WADENA, MINNESOTA | AL-9365 (FAA) | 25163

RNAV (GPS) RWY 16

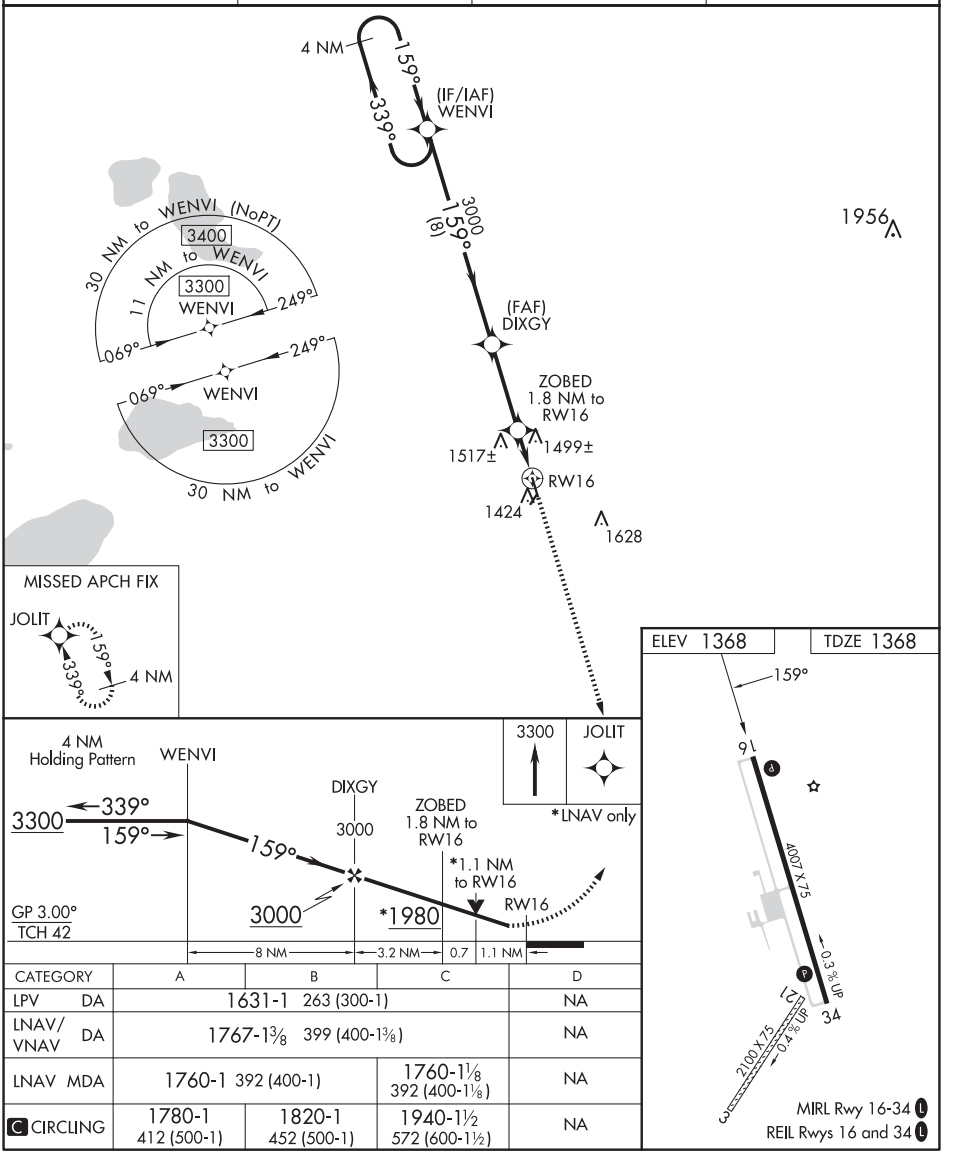
WADENA MUNI (ADC)

WAAS	APP CRS	Rwy Ldg	4007
CH 58033	159°	TDZE	1368
W16A		Apt Elev	1368

T A 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 ⅛ mile, LNAV Cat C visibility ¼ mile and Circling Cat C visibility ¼ 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	MINNEAPOLIS CENTER	GCO	UNICOM
118.875	126.1 269.2	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1631-1 263 (300-1)			NA
LNAV/VNAV DA	1767-1⅜ 399 (400-1⅜)			NA
LNAV MDA	1760-1 392 (400-1)		1760-1⅛ 392 (400-1⅛)	NA
C CIRCLING	1780-1 412 (500-1)	1820-1 452 (500-1)	1940-1½ 572 (600-1½)	NA

WADENA, MINNESOTA
Orig-A 02APR15

46°27′N-95°13′W

WADENA MUNI (ADC)

RNAV (GPS) RWY 16

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34

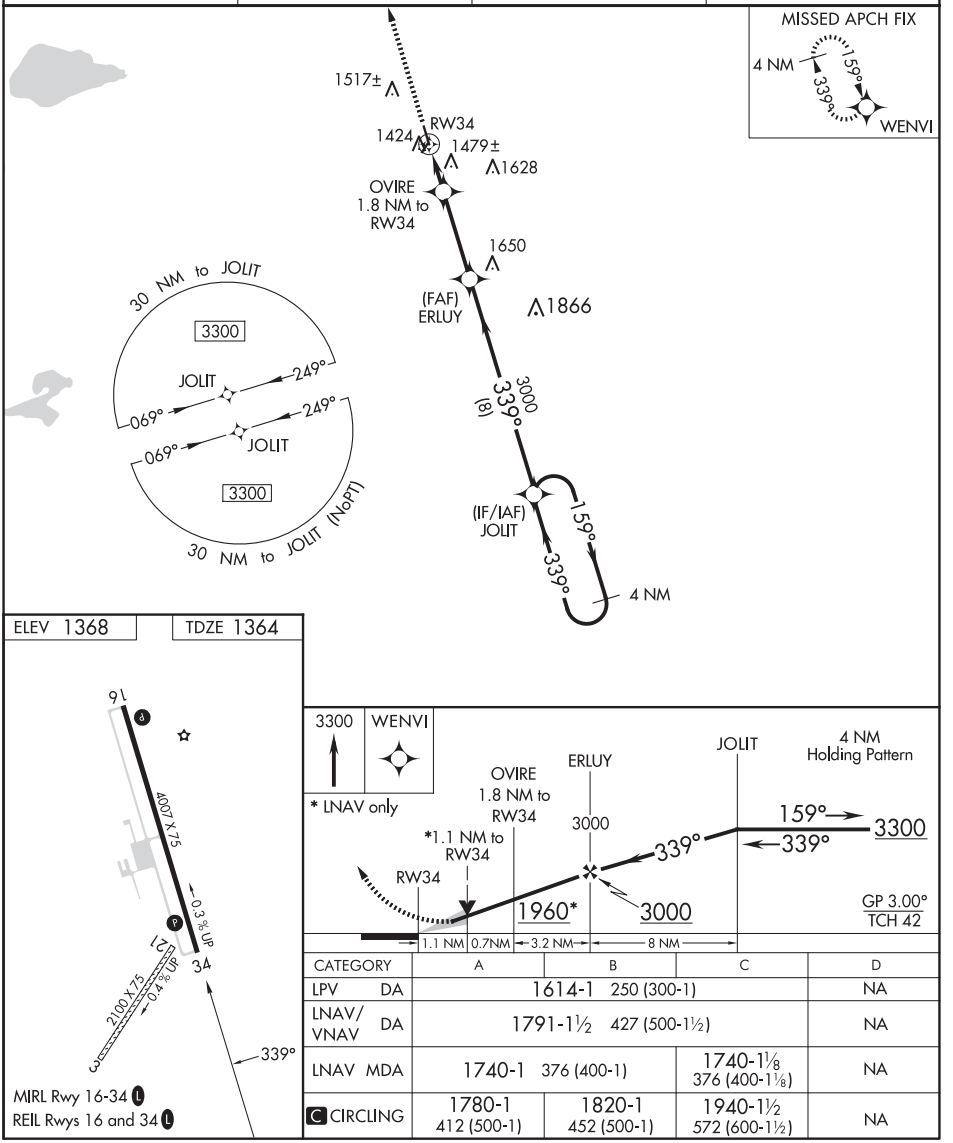
WADENA MUNI (ADC)

WAAS	APP CRS	Rwy Ldg	4007
CH 70633	339°	TDZE	1364
W34A		Apt Elev	1368

T A 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 ⅛ mile, LNAV Cat C visibility ¼ mile and Circling Cat C visibility ¼ 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 WENVI and hold.

AWOS-3PT	MINNEAPOLIS CENTER	GCO	UNICOM
118.875	126.1 269.2	121.725	122.8 (CTAF) L



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)		1740-1⅛ 376 (400-1⅛)	NA
C CIRCLING	1780-1 412 (500-1)	1820-1 452 (500-1)	1940-1½ 572 (600-1½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAGNER, SOUTH DAKOTA | AL-10429 (FAA) | 24081

RNAV (GPS) RWY 9

WAGNER MUNI (AGZ)

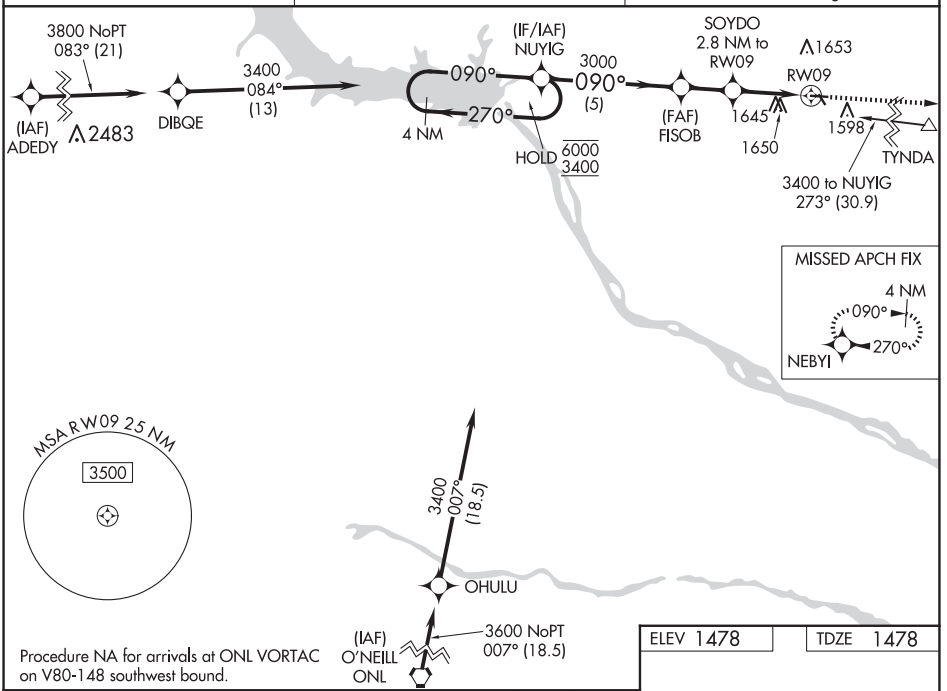
WAAS CH 53334 W09A	APP CRS 090°	Rwy Idg 3500 / TDZE 1478 / Apt Elev 1478

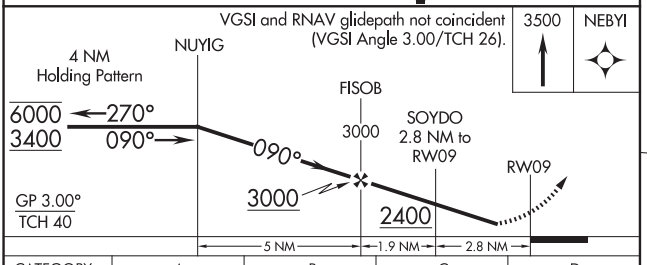
RNP APCH - GPS.

T NA — Circling NA to Rwys 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 ⅛ SM, and LNAV/VNAV all Cats visibility ⅛ SM.

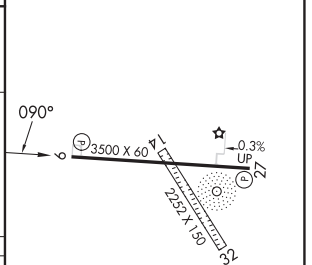
MISSED APPROACH: Climb to 3500 direct NEBYI and hold.

YKN AWOS-3PT	MINNEAPOLIS CENTER	AUNICOM
119.05	128.0 257.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1847-1	369 (400-1)	NA	
LNAV/VNAV DA	2053-1⅝	575 (600-1⅝)	NA	
LNAV MDA	2020-1	542 (600-1)	NA	
C CIRCLING	2080-1	602 (700-1)	NA	



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 27
WAGNER MUNI (AGZ)

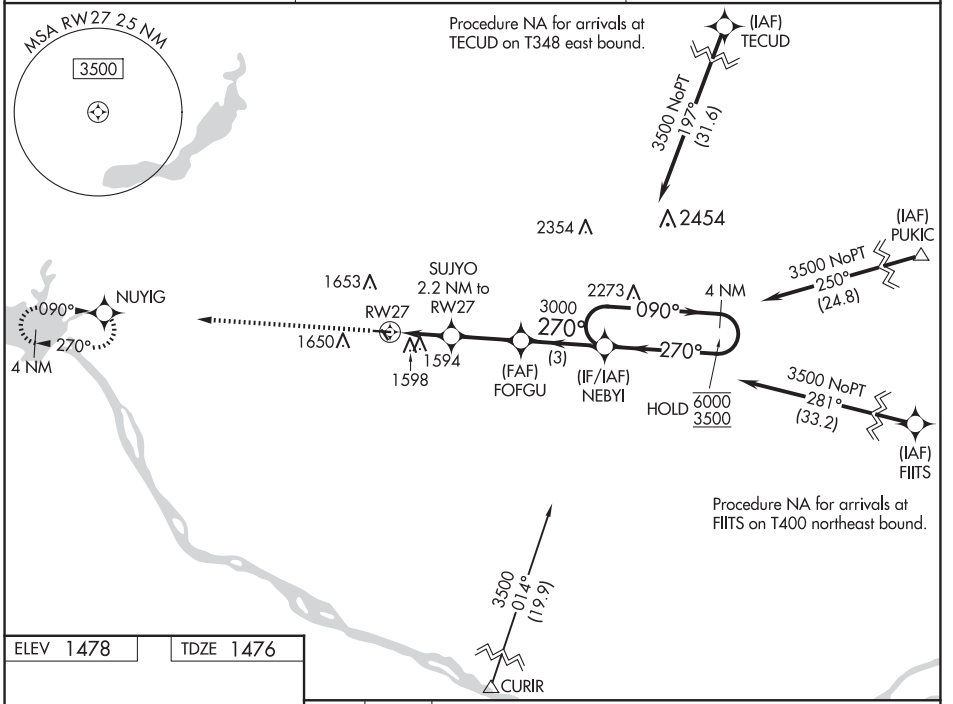
WAAS	APP CRS	Rwy Idg	3500
CH 40134	270°	TDZE	1476
W27A		Apt Elev	1478

RNP APCH - GPS.

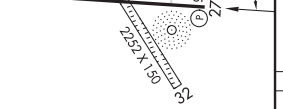
T A NA Circling NA to Rwys 14 and 32. Rwy 27 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Yankton altimeter setting.

MISSED APPROACH: Climb to 3400 direct NUYIG and hold.

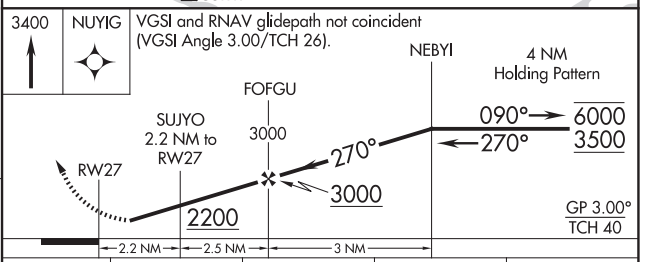
YKN AWOS-3PT	MINNEAPOLIS CENTER	AUNICOM
119.05	128.0 257.95	122.8 (CTAF) L



ELEV 1478	TDZE 1476



MIRL Rwy 9-27 L



CATEGORY	A	B	C	D
LPV DA	1845-1	369 (400-1)	NA	
LNAV/VNAV DA	2004-1½	528 (600-1½)	NA	
LNAV MDA	1980-1	504 (600-1)	NA	
C CIRCLING	2080-1	602 (700-1)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAHPETON, NORTH DAKOTA | AL-6654 (FAA) | 25051

RNAV (GPS) RWY 15

HARRY STERN (BWP)

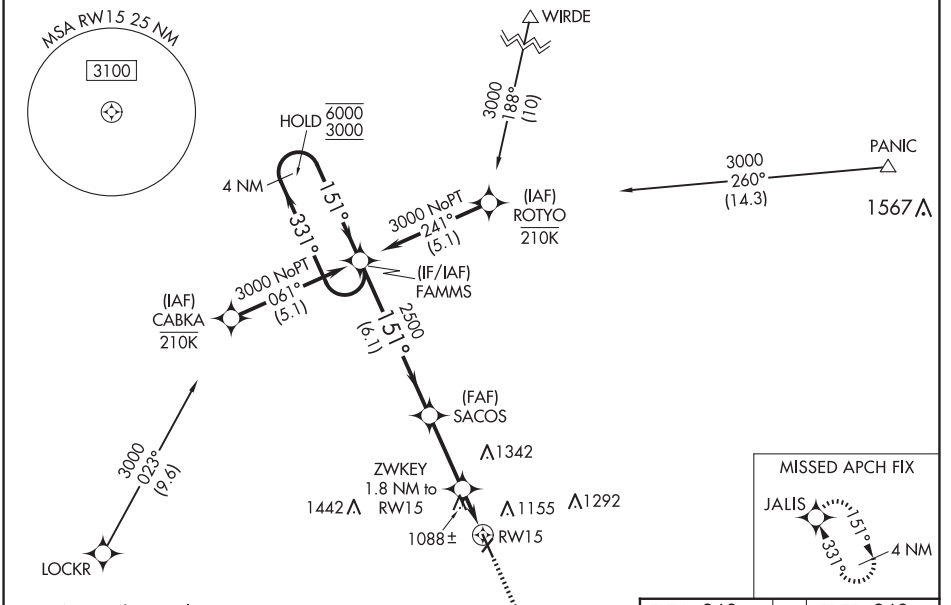
APP CRS	Rwy Idg	5100
151°	TDZE	968
	Apt Elev	968

RNP APCH - GPS.

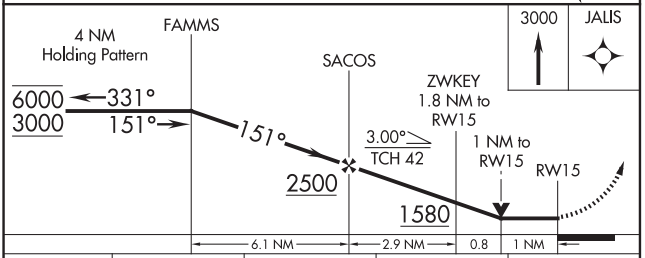
Circling NA to Rwys 3 and 21. Rwy 15 helicopter visibility reduction below ¾ SM NA. VDP NA when using FFM altimeter setting. When local altimeter setting not received, use FFM altimeter setting and increase all MDAs 80 feet and LNAV visibility Cat C and D ⅜ SM, and Circling visibility Cat C and D ¼ SM.

MISSED APPROACH: Climb to 3000 direct JALIS and hold.

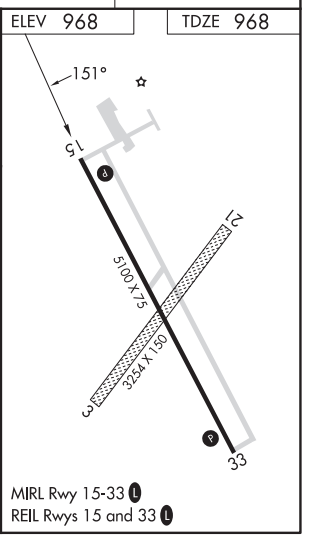
AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.875	127.35 278.3	123.0 (CTAF) L



Procedure NA for arrivals at LOCKR on T407 southbound.



CATEGORY	A	B	C	D
LNAV MDA	1340-1 372 (400-1)			
CIRCLING	1520-1 552 (600-1)		1660-2 692 (700-2)	1660-2¼ 692 (700-2¼)



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5100
CH 77930	331°	TDZE	968
W33A		Apt Elev	968

RNAV (GPS) RWY 33

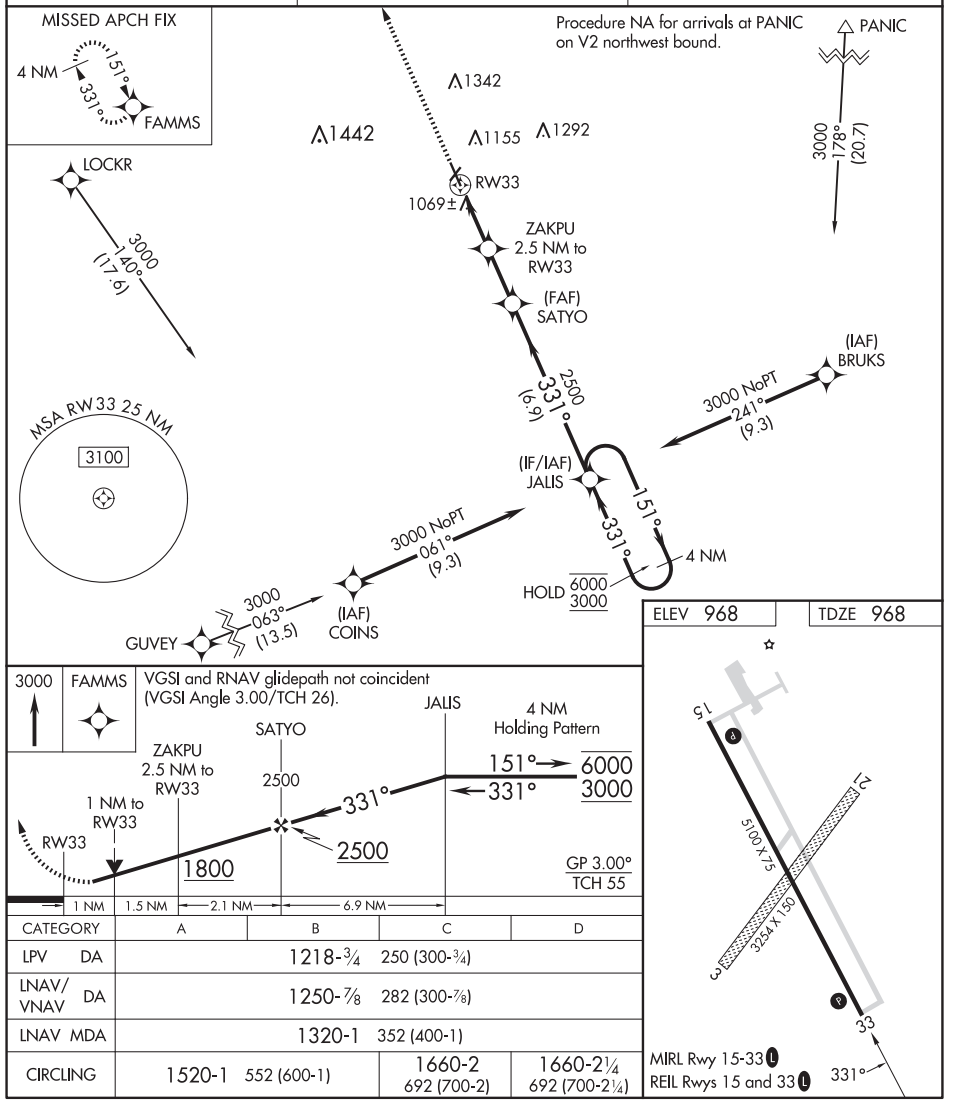
HARRY STERN (BWP)

RNP APCH - GPS.

Circling NA to Rwys 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 ⅛ 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	MINNEAPOLIS CENTER	UNICOM
127.875	127.35 278.3	123.0 (CTAF) L



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)		1660-2 692 (700-2)	1660-2¼ 692 (700-2¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WALHALLA, NORTH DAKOTA | AL-9442 (FAA) | 22195

RNAV (GPS) RWY 33

WALHALLA MUNI (96D)

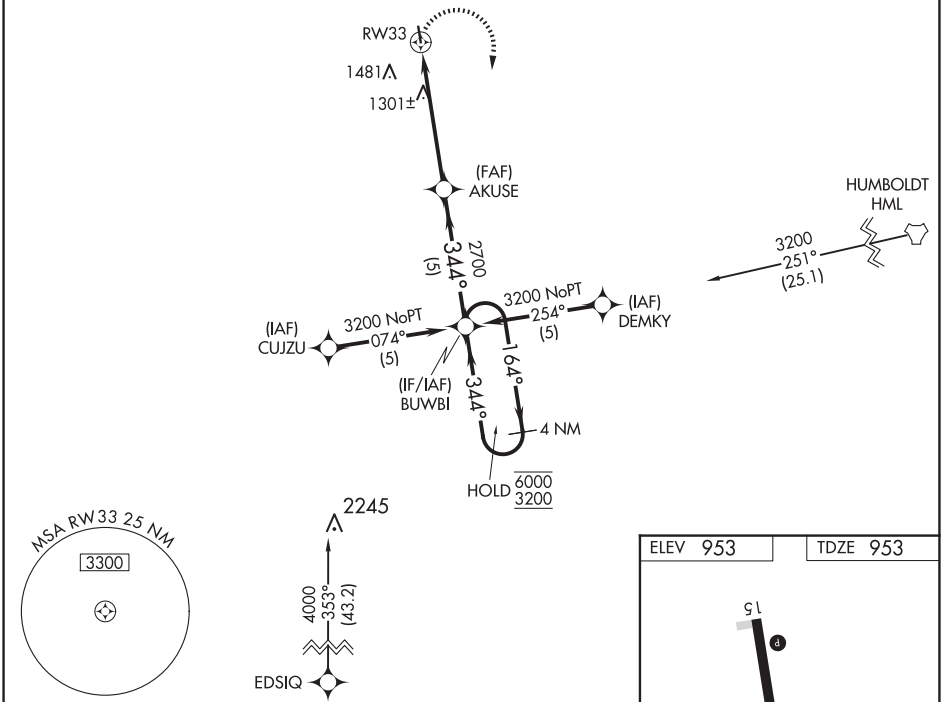
APP CRS	Rwy Idg	3400
344°	TDZE	953
	Apt Elev	953

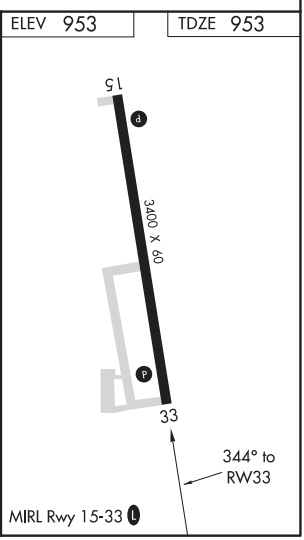
RNP APCH-GPS.

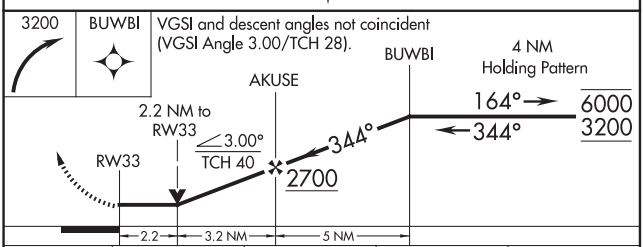
Rwy 33 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Hallock altimeter setting.

MISSED APPROACH: Climbing right turn to 3200 direct BUWBI and hold.

AWOS-3PT	MINNEAPOLIS CENTER	CTAF
118.175	132.15 269.6	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1680-1 727 (800-1)		NA	
CIRCLING	1680-1 727 (800-1)	1960-1½ 1007 (1100-1½)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 15

WALKER MUNI (Y49)

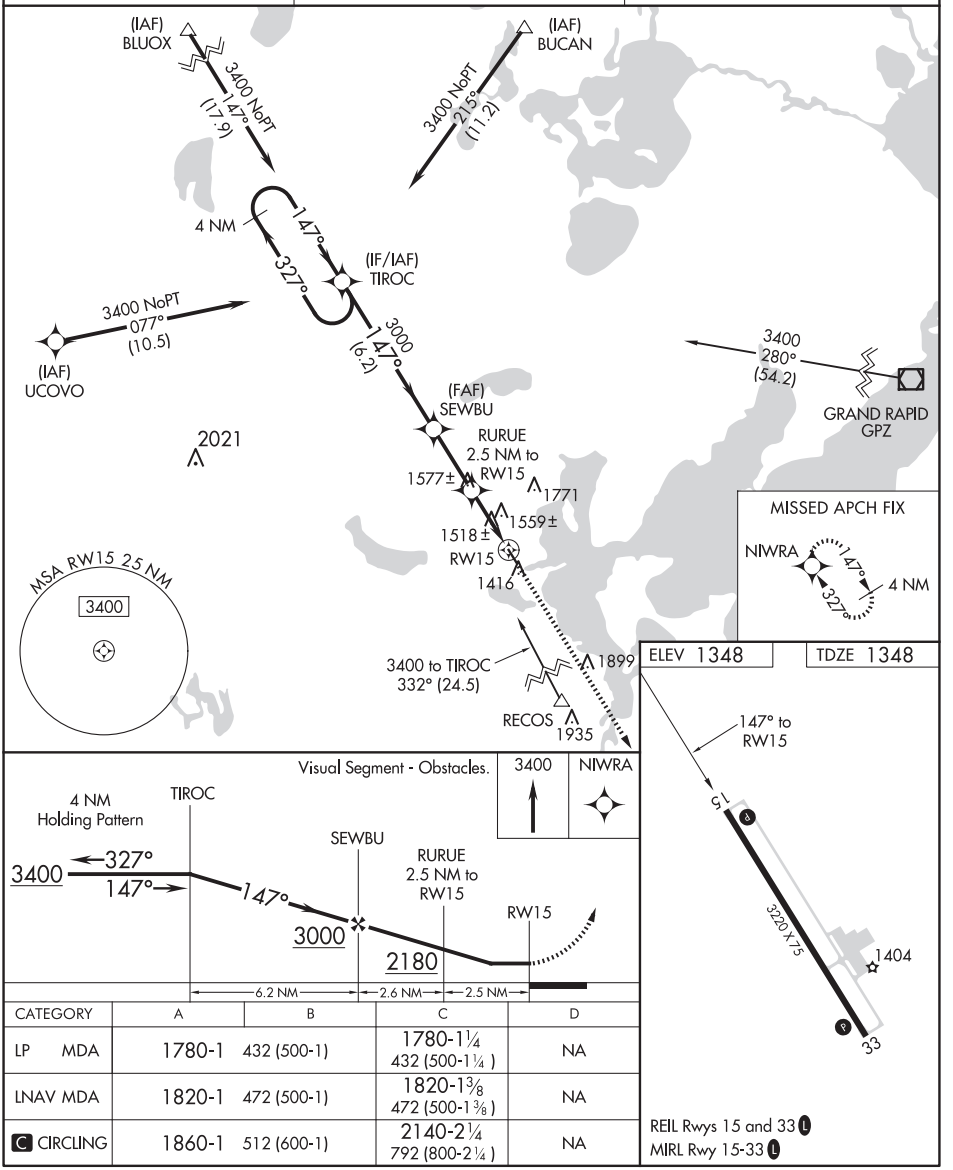
WAAS	APP CRS	Rwy Idg	3220
CH 73034	147°	TDZE	1348
W15A		Apt Elev	1348

RNP APCH.

When local altimeter not received, use Longville altimeter setting and increase all MDA 60 feet; increase LP and LNAV Cat C visibility ⅛ SM and Circling Cat C visibility ¼ 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	MINNEAPOLIS CENTER	CTAF
119.0	134.75 251.1	122.9 L



CATEGORY	A	B	C	D
LP MDA	1780-1	432 (500-1)	1780-1¼ 432 (500-1¼)	NA
LNAV MDA	1820-1	472 (500-1)	1820-1⅜ 472 (500-1⅜)	NA
C CIRCLING	1860-1	512 (600-1)	2140-2¼ 792 (800-2¼)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 33

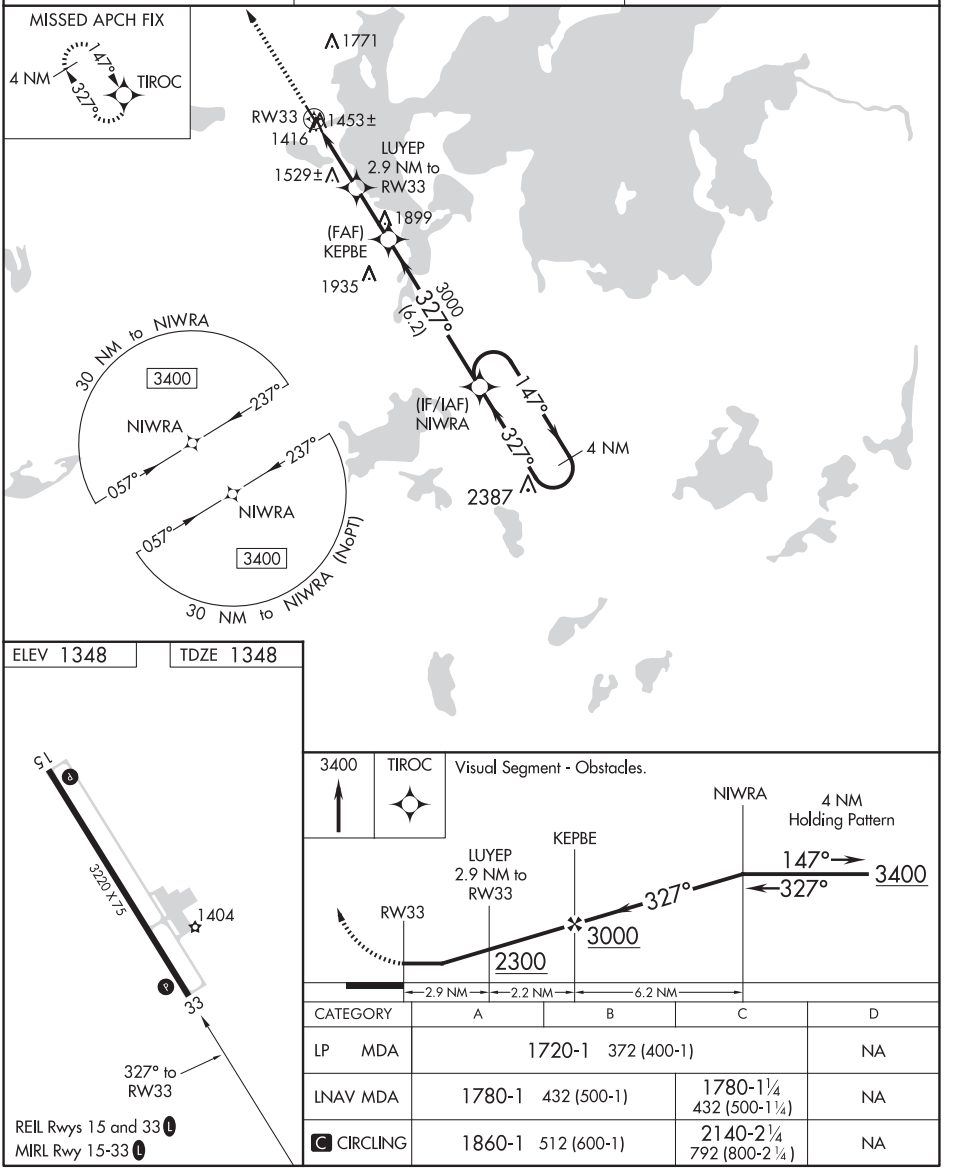
WALKER MUNI (Y49)

WAAS	APP CRS	Rwy Idg	3220
CH 82734	327°	TDZE	1348
W33A		Apt Elev	1348

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 ⅛ 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	MINNEAPOLIS CENTER	CTAF
119.0	134.75 251.1	122.9 L



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
C CIRCLING	1860-1 512 (600-1)		2140-2¼ 792 (800-2¼)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3199
306°	TDZE	888
	Apt Elev	888

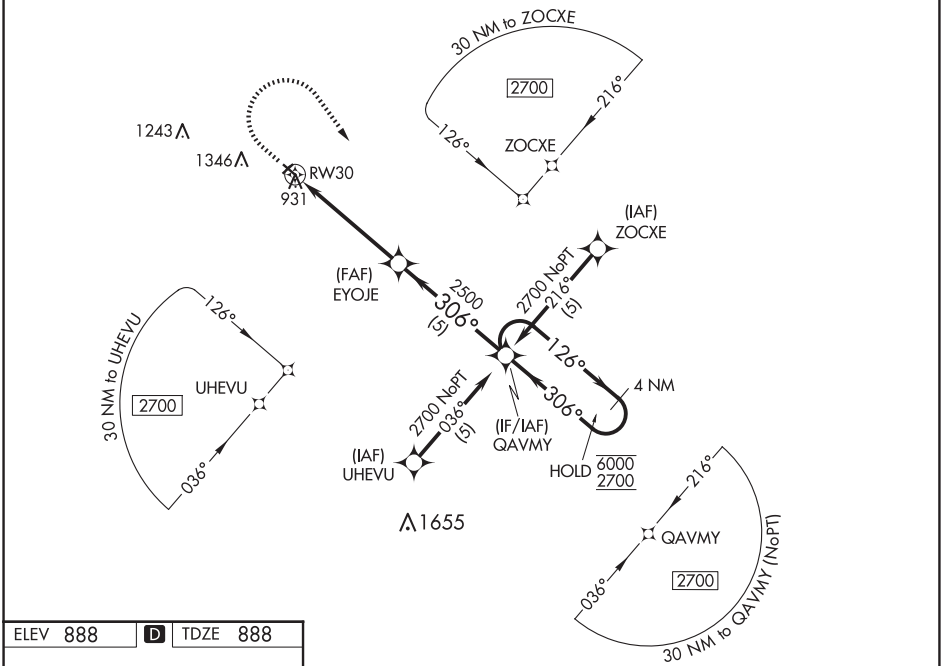
RNAV (GPS) RWY 30
WARREN MUNI (D37)

RNP APCH.

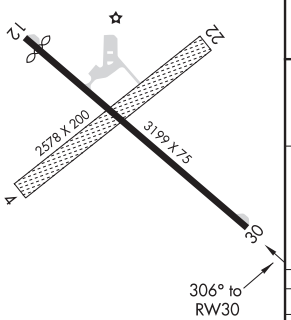
Circling NA to Rwys 4 and 22. Rwy 30 helicopter visibility reduction below ¾ SM NA. Use Crookston altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct QAVMY and hold.

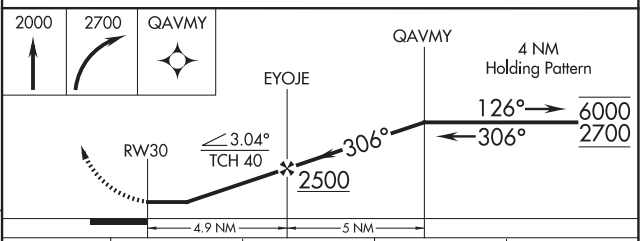
CKN AWOS-3	GRAND FORKS APP CON ★	UNICOM
126.425	118.1 318.1	122.8 (CTAF)



ELEV 888 D TDZE 888



MIRL Rwy 12-30



CATEGORY	A	B	C	D
LNAV MDA	1480-1 592 (600-1)		NA	
CIRCLING	1480-1 592 (600-1)	1760-1¼ 872 (900-1¼)	NA	

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WARROAD, MINNESOTA | AL-6518 (FAA) | 22363

ILS or LOC RWY 31

WARROAD INTL MEML (RRT)

LOC/DME I-SWE	APP CRS	Rwy Idg	5400
110.1	315°	TDZE	1076
Chan 38		Apt Elev	1076

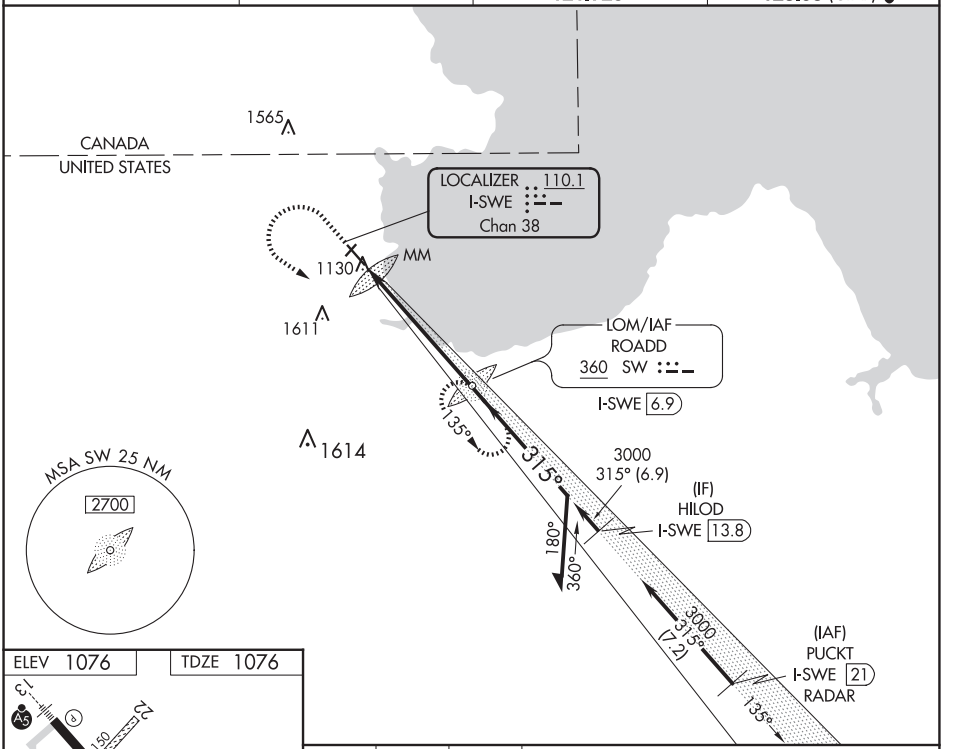
ADF required. RADAR required for procedure entry.

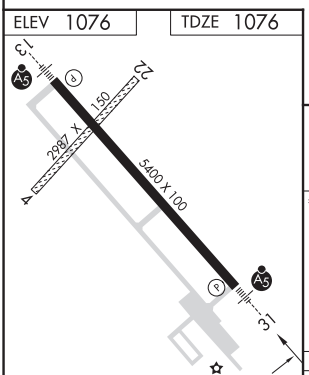
T A NA Circling NA to Rwys 4 and 22. For inop ALS, increase S-LOC 31 Cat C/D visibility to 1 3/8 SM.

MALSR

MISSED APPROACH: Climb to 2900 then climbing left turn to 3000 direct ROADD LOM/I-SWE 6.9 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.925	134.75 251.1	121.725	123.05 (CTAF) L

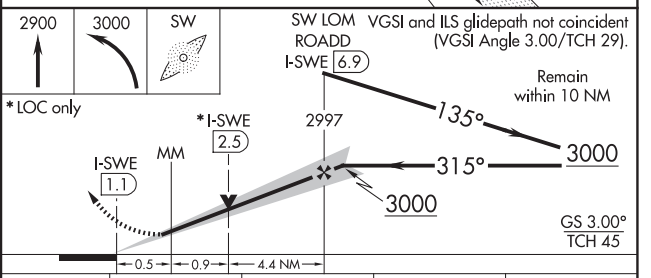




HIRL Rwy 13-31 L

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



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)	
C CIRCLING	1560-1 484 (500-1)		1960-2¾ 884 (900-2¾)	1960-3 884 (900-3)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5400
CH 69437	135°	TDZE	1076
W13A		Apt Elev	1076

RNAV (GPS) RWY 13

WARROAD INTL MEML (RRT)

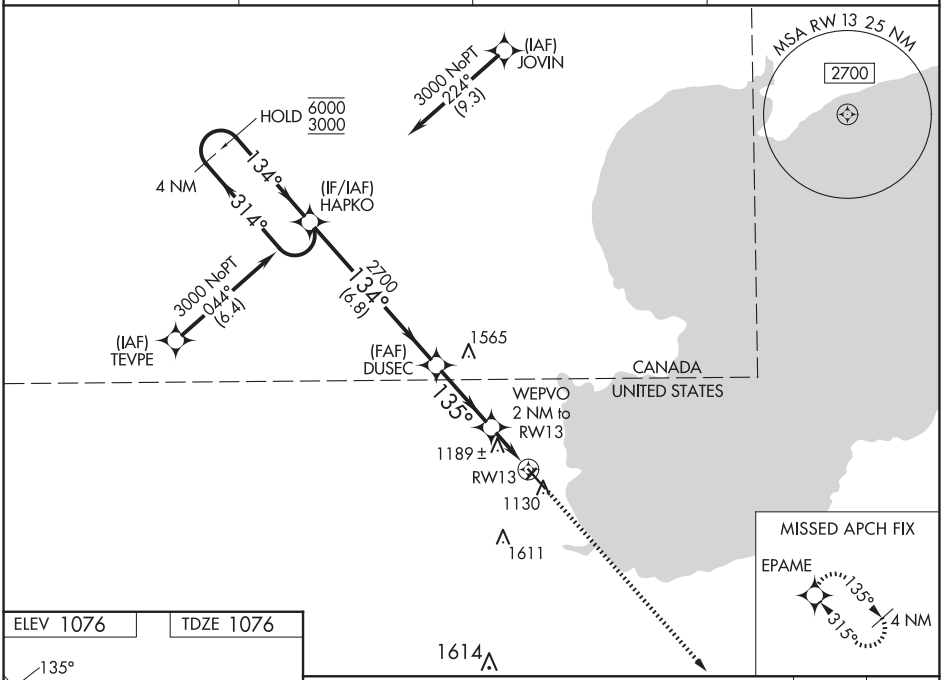
RNP APCH.

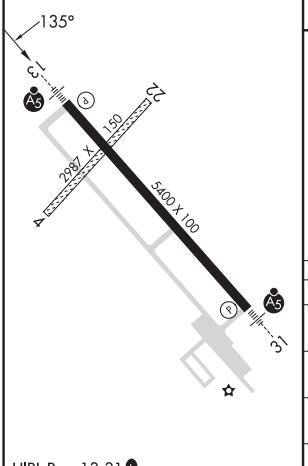
Circling NA to Rwys 4 and 22. Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

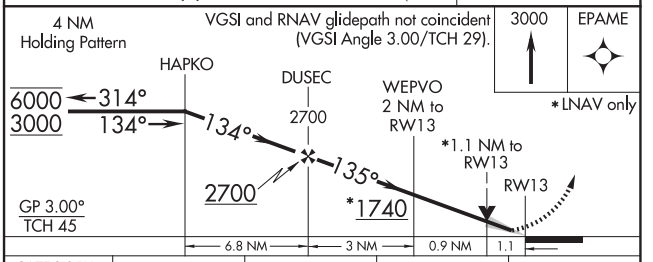
MALSR

MISSED APPROACH: Climb to 3000 direct EPAME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.925	134.75 251.1	121.725	123.05 (CTAF) L







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)			
C CIRCLING	1500-1 424 (500-1)	1540-1 464 (500-1)	1960-2¾ 884 (900-2¾)	1960-3 884 (900-3)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WARROAD, MINNESOTA

AL-6518 (FAA)

22363

RNAV (GPS) RWY 31

WARROAD INTL MEML (RRT)

WAAS	APP CRS	Rwy Idg	5400
CH 42706	315°	TDZE	1076
W31A		Apt Elev	1076

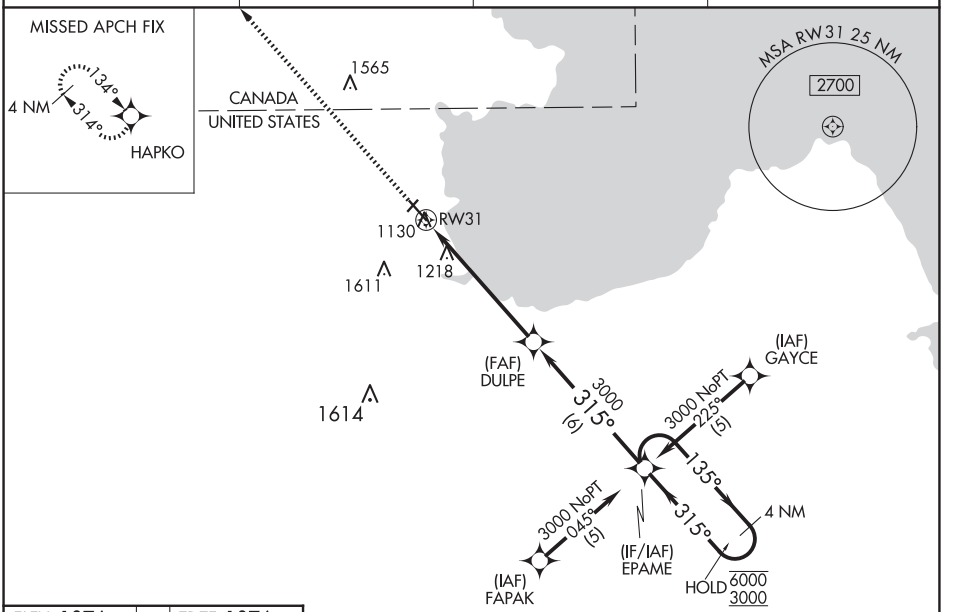
RNP APCH.

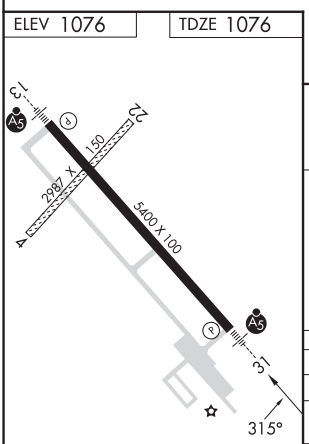
T A Circling NA to Rwys 4 and 22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to 1 SM and LNAV Cat C/D visibility to 1⅛ SM.

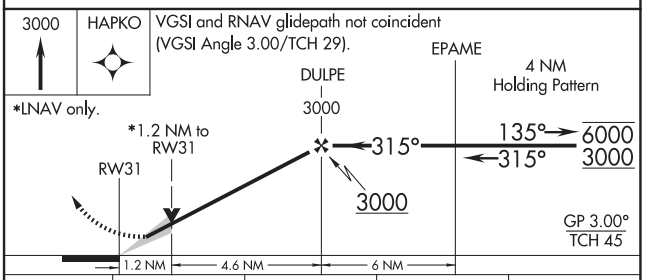
MALSR

MISSED APPROACH: Climb to 3000 direct HAPKO and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.925	134.75 251.1	121.725	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1326-½ 250 (300-½)			
LNAV/VNAV DA	1451-¾ 375 (400-¾)			
LNAV MDA	1480-½ 404 (500-½)		1480-¾ 404 (500-¾)	1480-1 404 (500-1)
C CIRCLING	1500-1 424 (500-1)	1540-1 464 (500-1)	1960-2¾ 884 (900-2¾)	1960-3 884 (900-3)

HIRL Rwy 13-31 L

48°56′N-95°21′W

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 15

WASECA MUNI/MAYNARD RICHARD STENSRUD FLD (ACQ)

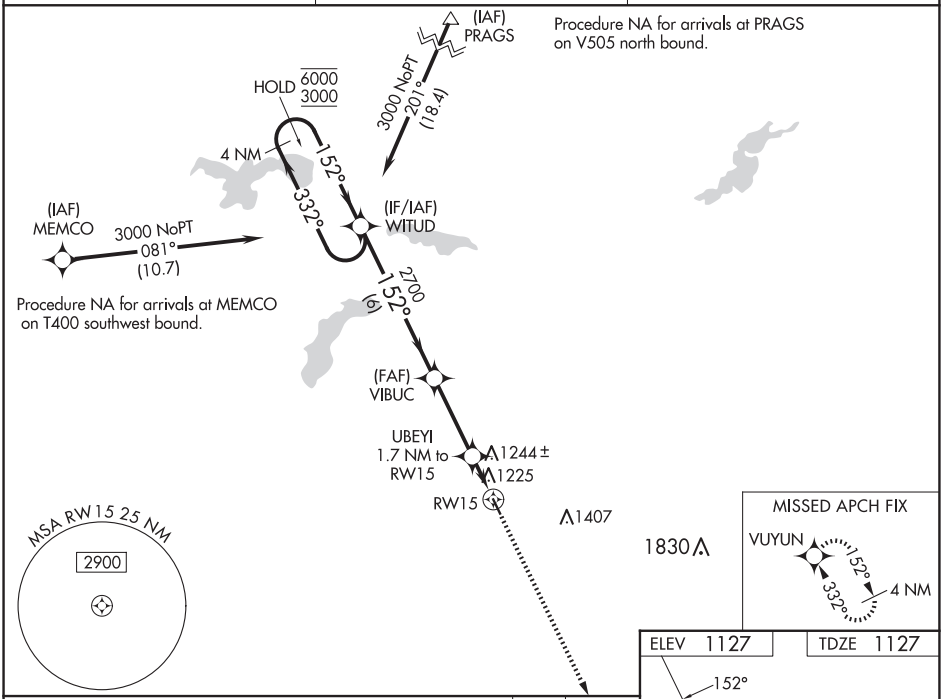
WAAS	APP CRS	Rwy Idg	3399
CH 70532	152°	TDZE	1127
W15A		Apt Elev	1127

RNP APCH - GPS.

T A 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.

MISSED APPROACH: Climb to 3000 direct VUYUN and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.425	135.0 306.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1377-1 250 (300-1)			NA
LNAV/VNAV DA	1516-1⅛ 389 (400-1⅛)			NA
LNAV MDA	1540-1 413 (500-1)		1540-1⅛ 413 (500-1⅛)	NA
C CIRCLING	1560-1 433 (500-1)	1620-1 493 (500-1)	1760-1¾ 633 (700-1¾)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WASECA, MINNESOTA | AL-6150 (FAA) | 22307

WAAS	APP CRS		
CH **86532**	**332°**	Rwy Idg	**3399**
W33A		TDZE	**1125**
		Apt Elev	**1127**

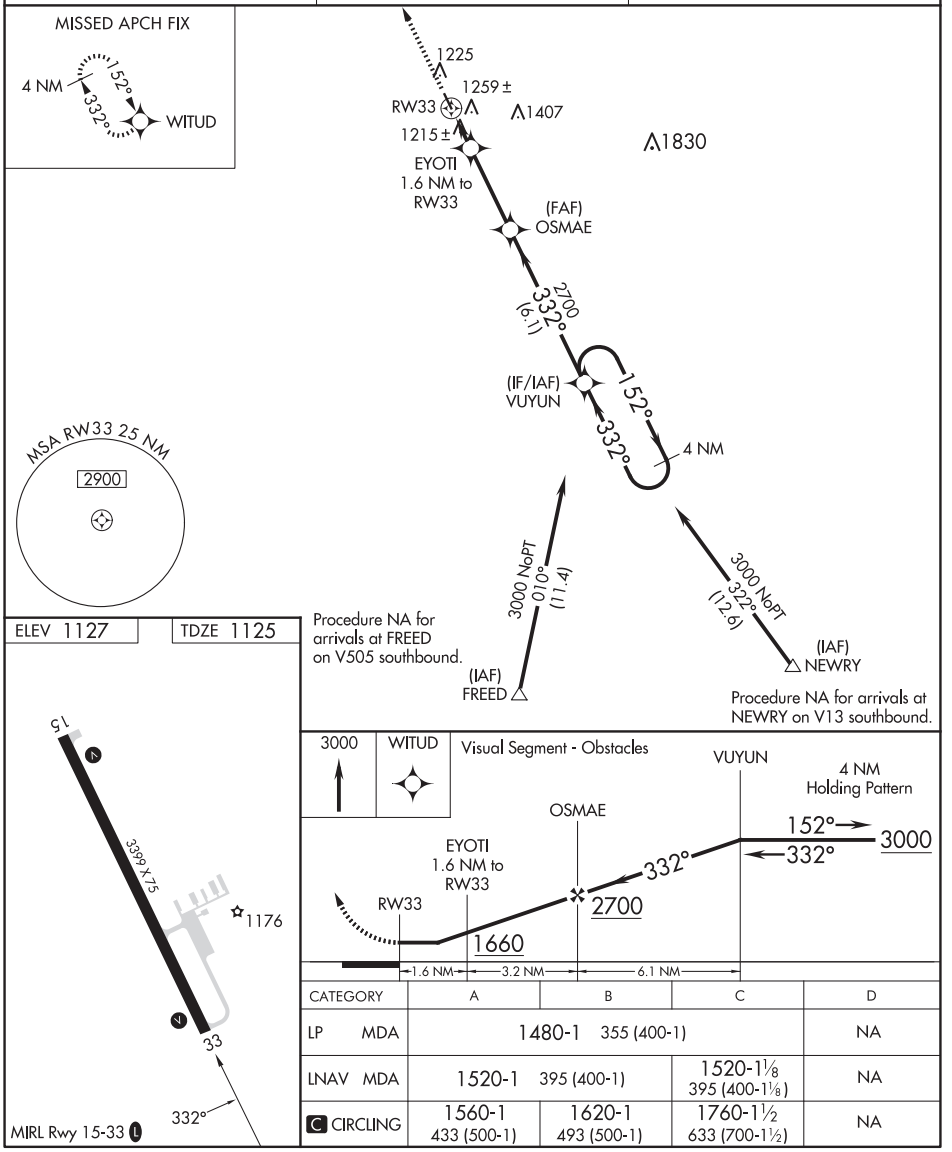
RNAV (GPS) RWY 33

WASECA MUNI/MAYNARD RICHARD STENSRUD FLD (ACQ)

When local altimeter setting not received, use Owatonna altimeter setting and increase all MDAs 40 feet, increase LP and LNAV Cat C visibility ⅛ mile and Circling Cat C visibility ⅛ 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	MINNEAPOLIS CENTER	UNICOM
118.425	**135.0 306.9**	**122.8** (CTAF) L



CATEGORY	A	B	C	D
LP MDA	1480-1 355 (400-1)			NA
LNAV MDA	1520-1 395 (400-1)		1520-1⅛ 395 (400-1⅛)	NA
C CIRCLING	1560-1 433 (500-1)	1620-1 493 (500-1)	1760-1½ 633 (700-1½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-ATY	APP CRS	Rwy Idg	6893
111.9	354°	TDZE	1745
Chan 56		Apt Elev	1749

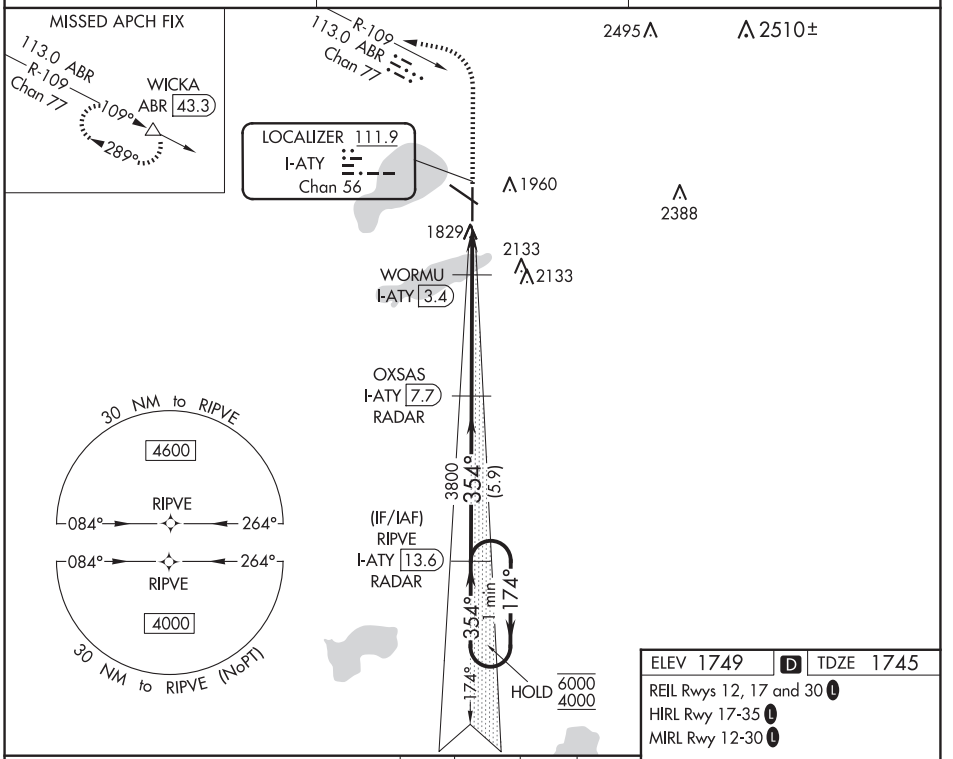
ILS or LOC RWY 35
WATERTOWN RGNL (ATY)

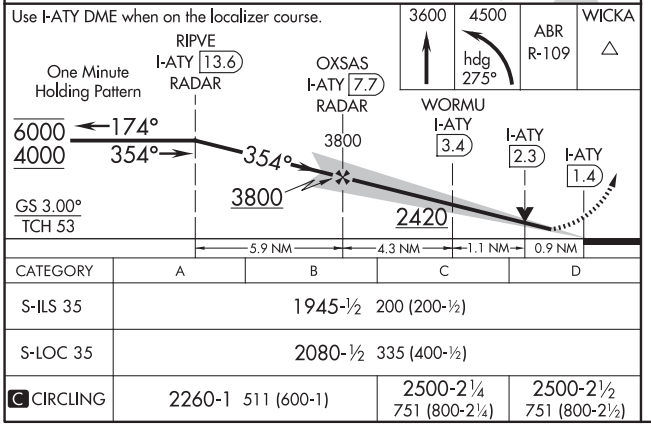
RNAV 1-GPS or RADAR required for procedure entry. DME required.

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	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L

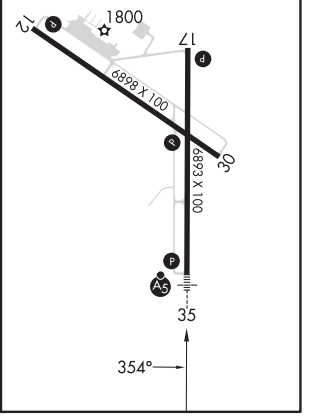




CATEGORY	A	B	C	D
S-ILS 35	1945-½ 200 (200-½)			
S-LOC 35	2080-½ 335 (400-½)			
C CIRCLING	2260-1 511 (600-1)		2500-2¼ 751 (800-2¼)	2500-2½ 751 (800-2½)

ELEV 1749	D	TDZE 1745

REIL Rwys 12, 17 and 30 L
HIRL Rwy 17-35 L
MIRL Rwy 12-30 L



NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WATERTOWN, SOUTH DAKOTA | AL-444 (FAA) | 23222

RNAV (GPS) RWY 12

WATERTOWN RGNL (ATY)

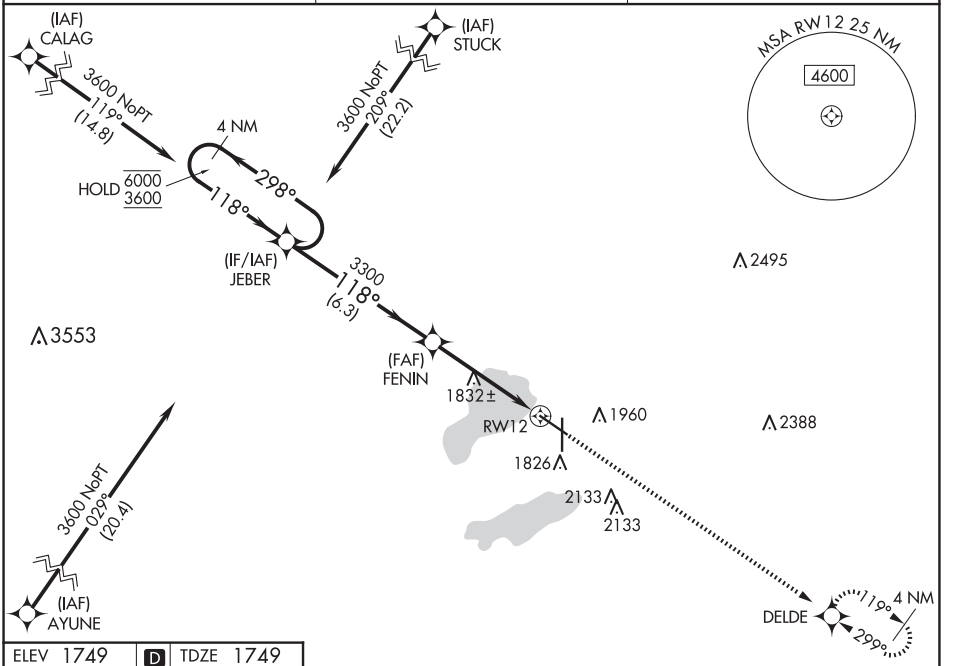
WAAS CH 53405 W12A	APP CRS 118°	Rwy Idg 6898 TDZE 1749 Apt Elev 1749

RNP APCH - GPS.

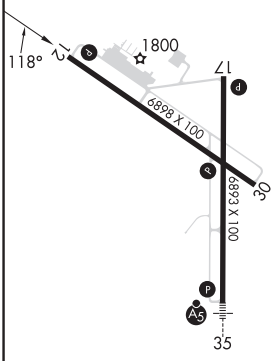
T A Rwy 12 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 3600 direct DELDE and hold.

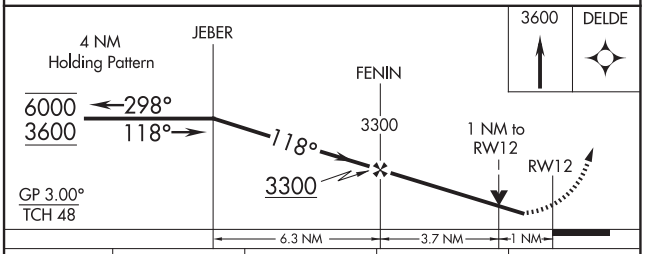
ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L



ELEV 1749 | D | TDZE 1749



REIL Rwys 12, 17 and 30 L
HIRL Rwy 17-35 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	2021-⅞ 272 (300-⅞)			
LNAV/VNAV DA	2076-1 327 (400-1)			
LNAV MDA	2100-1 351 (400-1)			
C CIRCLING	2260-1 511 (600-1)		2500-2¼ 751 (800-2¼)	2500-2½ 751 (800-2½)

WATERTOWN, SOUTH DAKOTA
Orig-B 29DEC22

44°55′N-97°09′W

WATERTOWN RGNL (ATY)

RNAV (GPS) RWY 12

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	6893
CH 82305	174°	TDZE	1741
W17A		Apt Elev	1749

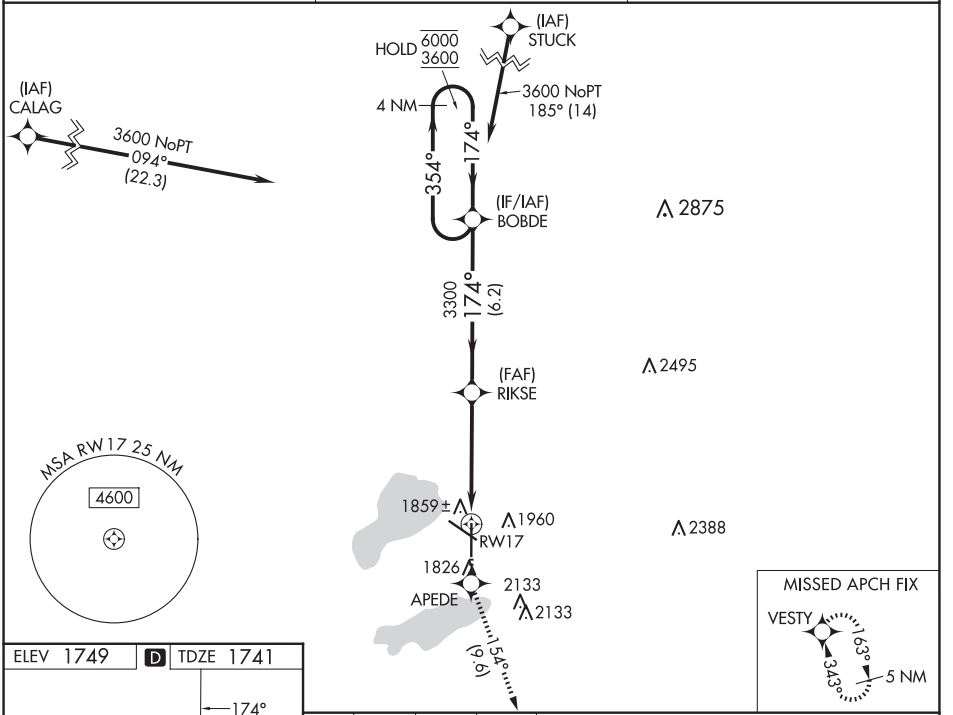
RNAV (GPS) RWY 17
WATERTOWN RGNL (ATY)

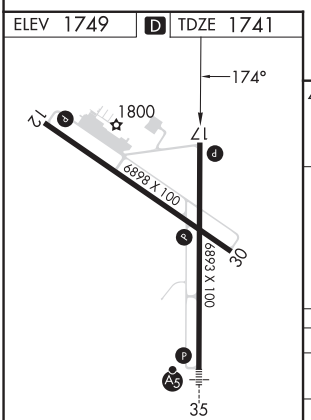
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct APEDE and on track 154° to VESTY and hold.

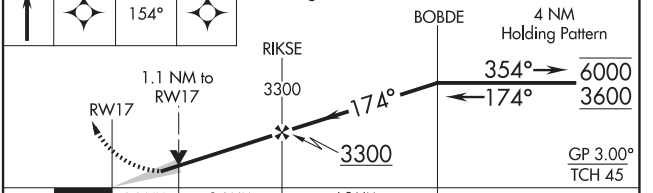
ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L





4000	APEDE	tr 154°	VESTY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).



CATEGORY	A	B	C	D
LPV DA	2055-⅞ 314 (400-⅞)			
LNAV/VNAV DA	2130-1⅛ 389 (400-1⅛)			
LNAV MDA	2120-1 379 (400-1)			
C CIRCLING	2260-1 511 (600-1)		2500-2¼ 751 (800-2¼)	2500-2½ 751 (800-2½)

REIL Rwys 12, 17 and 30 L
HIRL Rwy 17-35 L
MIRL Rwy 12-30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 30
WATERTOWN RGNL (ATY)

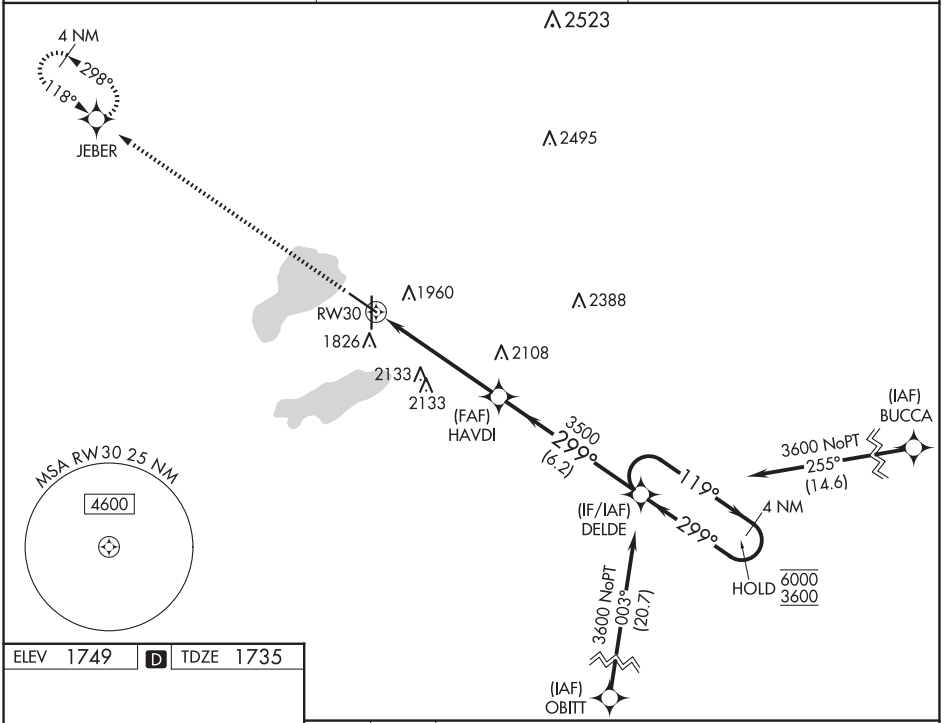
WAAS CH 50305 W30A	APP CRS 299°	Rwy Idg 6898 TDZE 1735 Apt Elev 1749

RNP APCH - GPS.

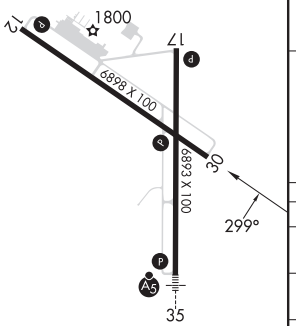
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 3600 direct JEBER and hold.

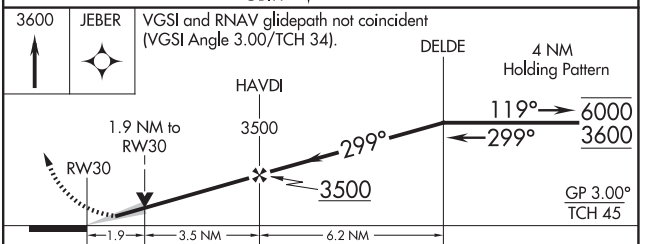
ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L



ELEV 1749 D TDZE 1735



REIL Rwys 12, 17 and 30 L
HIRL Rwy 17-35 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	1989-¾ 254 (300-¾)			
LNAV/VNAV DA	2210-1⅜ 475 (500-1⅜)			
LNAV MDA	2360-1 625 (700-1)		2360-1¾ 625 (700-1¾)	
C CIRCLING	2360-1 611 (700-1)		2500-2¼ 751 (800-2¼)	2500-2½ 751 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	6893
CH 82614	354°	TDZE	1745
W35A		Apt Elev	1749

RNAV (GPS) RWY 35
WATERTOWN RGNL (ATY)

RNP APCH - GPS.

T A 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 1⅛ SM.

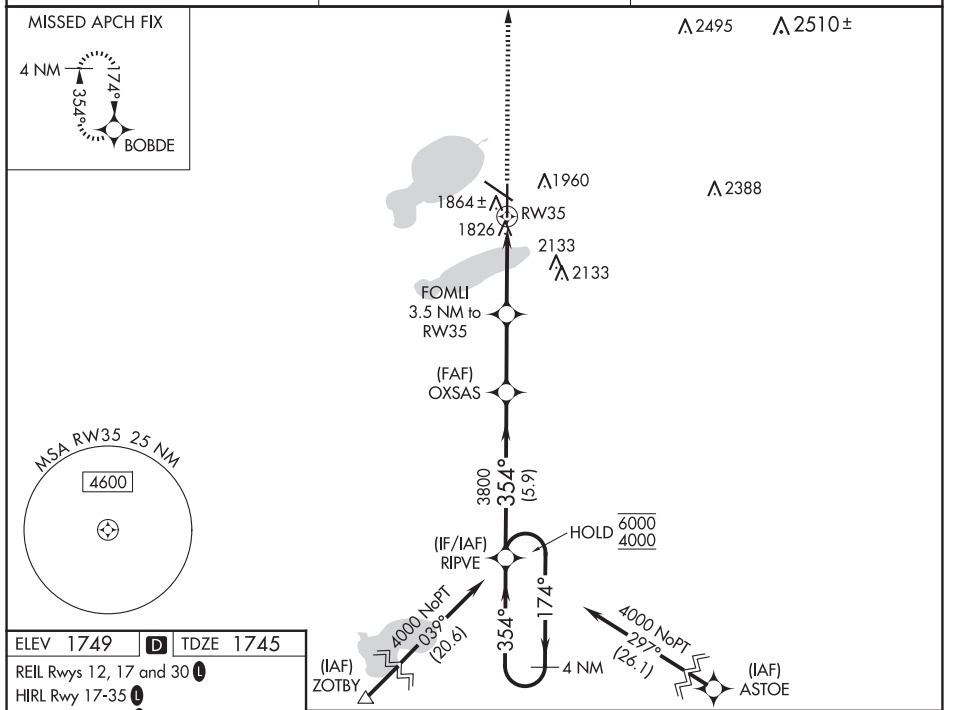
MALSR

MISSED APPROACH: Climb to 3600 direct BOBDE and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L

MISSED APCH FIX

4 NM 354° 174° BOBDE

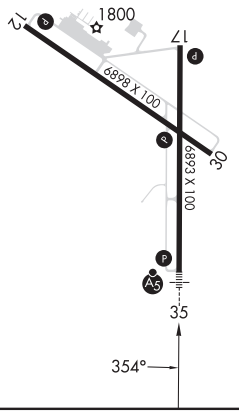


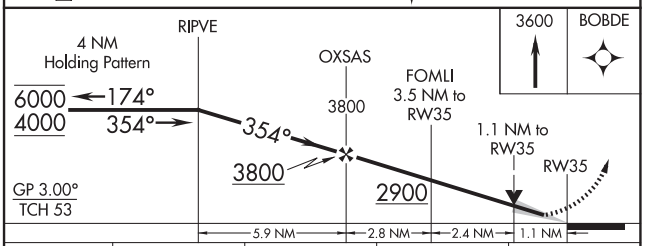
ELEV 1749 D TDZE 1745

REIL Rwys 12, 17 and 30 L

HIRL Rwy 17-35 L

MIRL Rwy 12-30 L





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)	
C CIRCLING	2260-1 511 (600-1)		2500-2¼ 751 (800-2¼)	2500-2½ 751 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

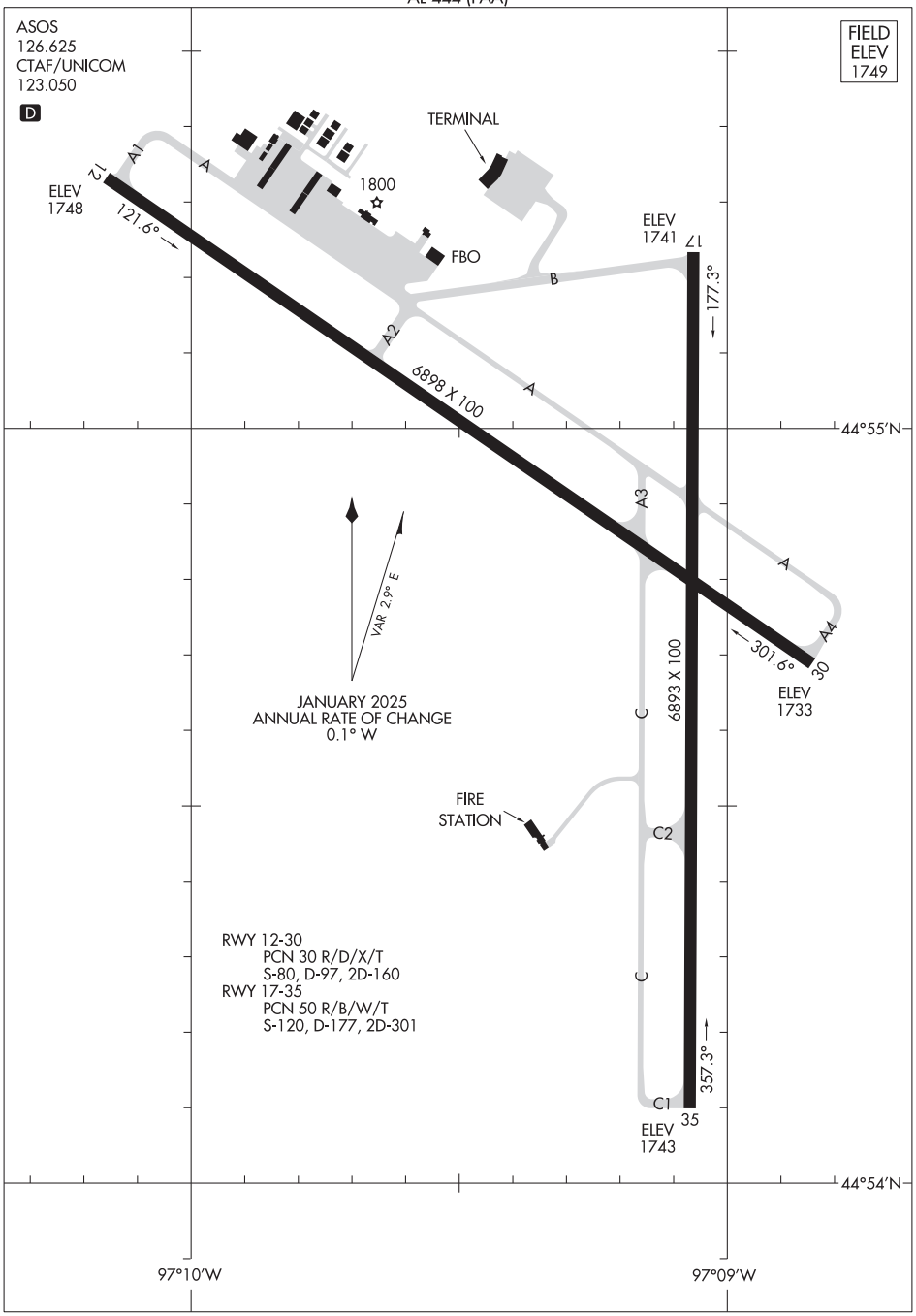
25107

AIRPORT DIAGRAM

WATERTOWN RGNL (ATY)

WATERTOWN, SOUTH DAKOTA

AL-444 (FAA)



NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

WATERTOWN, SOUTH DAKOTA
WATERTOWN RGNL (ATY)

25107

WAAS	APP CRS	Rwy Idg	5500
CH 70717	116°	TDZE	2114
W12A		Apt Elev	2135

RNAV (GPS) RWY 12

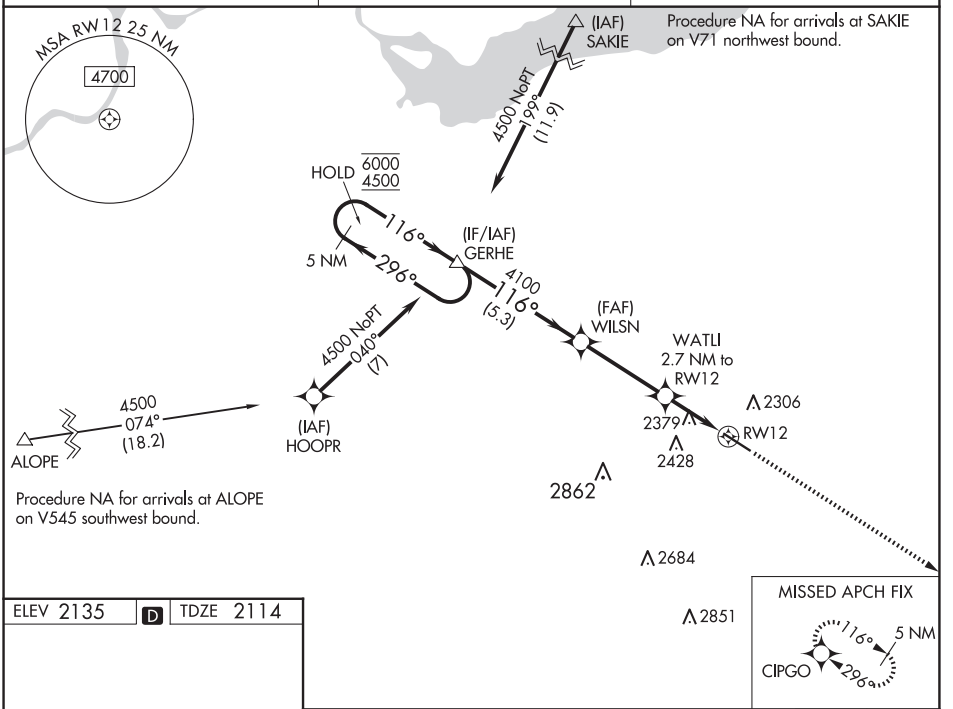
WATFORD CITY MUNI (S25)

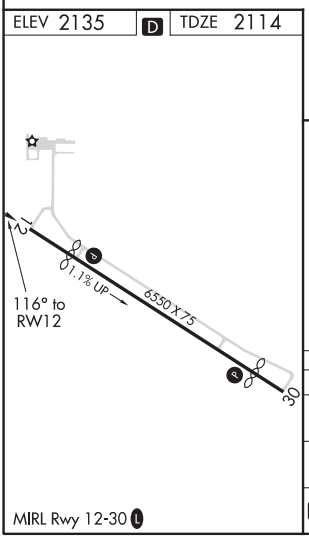
RNP APCH-GPS.

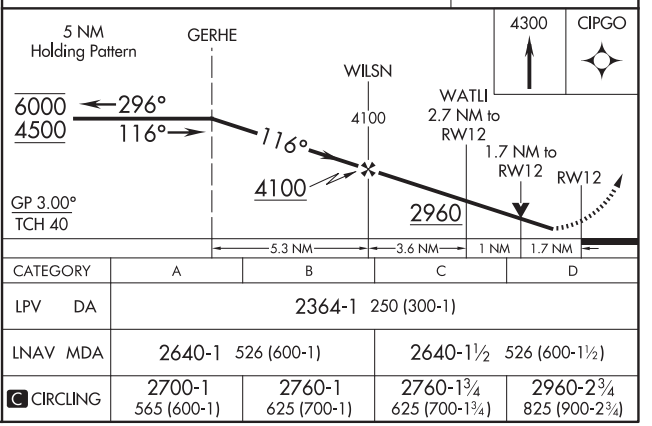
T NA Rwy 12 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Williston altimeter setting and increase LPV DA to 2474 feet; increase all MDAs 120 feet and LNAV visibility Cat C/D ⅜ SM, and Circling visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 4300 direct CIPGO and hold.

AWOS-3PT	SALT LAKE CENTER	UNICOM
118.125	126.85 305.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2364-1 250 (300-1)			
LNAV MDA	2640-1 526 (600-1)		2640-1½ 526 (600-1½)	
C CIRCLING	2700-1 565 (600-1)	2760-1 625 (700-1)	2760-1¾ 625 (700-1¾)	2960-2¾ 825 (900-2¾)

MIRL Rwy 12-30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WATFORD CITY, NORTH DAKOTA AL-9026 (FAA) 22307

WAAS	APP CRS	Rwy Idg	5650
CH 69318	296°	TDZE	2131
W30A		Apt Elev	2135

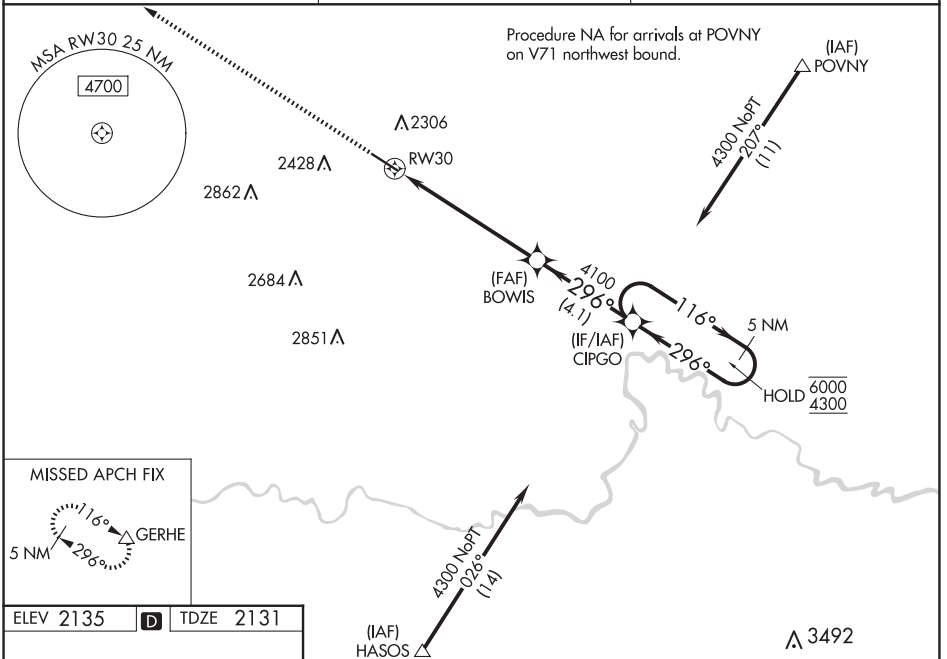
RNAV (GPS) RWY 30
WATFORD CITY MUNI (S25)

RNP APCH - GPS.

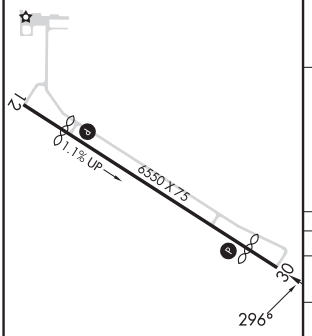
VDP NA when using Williston altimeter setting. When local altimeter setting not received, use Williston Basin Intl altimeter setting: increase LPV DA to 2488 feet; all visibility ¼ SM. Increase all MDAs 120 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 4500 direct GERHE and hold.

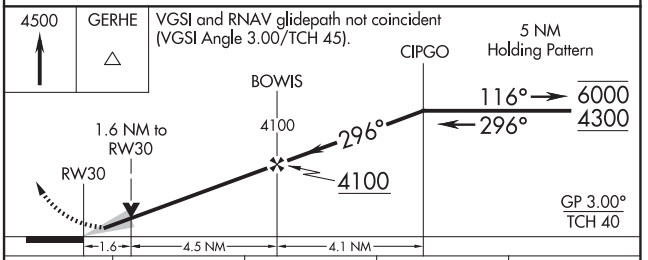
AWOS-3PT	SALT LAKE CENTER	UNICOM
118.125	126.85 305.2	122.8 (CTAF) L



ELEV 2135 D TDZE 2131



MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	2381-¾ 250 (300-¾)			
LNAV MDA	2680-1 549 (600-1)		2680-1⅝ 549 (600-1⅝)	
C CIRCLING	2700-1 565 (600-1)	2760-1 625 (700-1)	2760-1¾ 625 (700-1¾)	2960-2¾ 825 (900-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

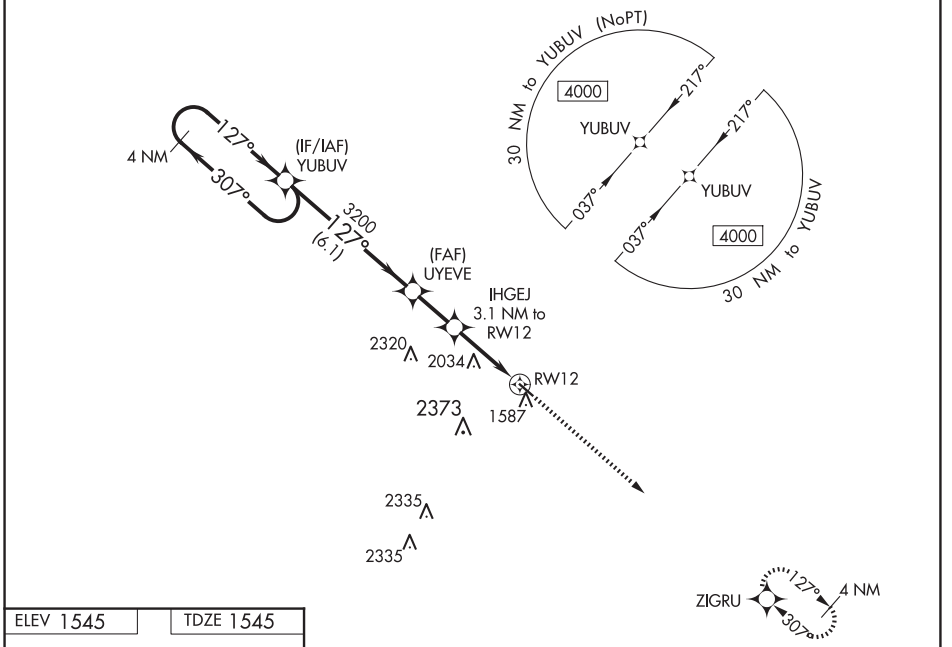
APP CRS	Rwy Idg	3600
127°	TDZE	1545
	Apt Elev	1545

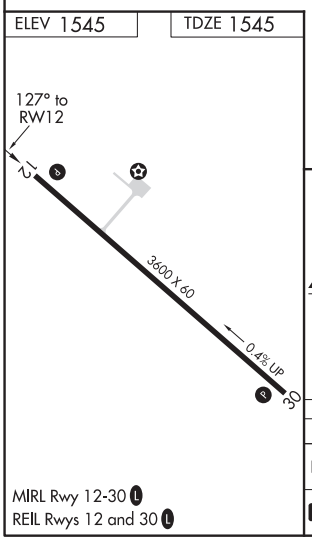
RNAV (GPS) RWY 12
WESSINGTON SPRINGS (4X4)

T A 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.

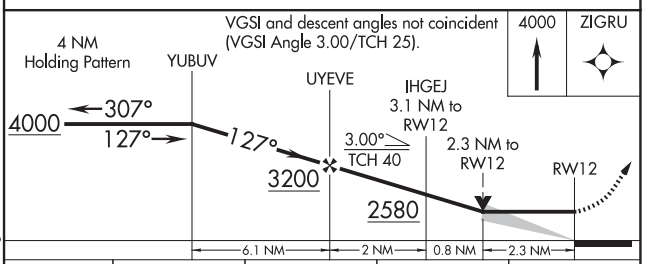
MISSED APPROACH: Climb to 4000 direct ZIGRU and hold.

MINNEAPOLIS CENTER	CTAF
126.25 339.8	122.9 L





MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L



CATEGORY	A	B	C	D
LNAV MDA	2300-1 *755 (800-1)*	2300-1¼ *755 (800-1¼)*	2300-2 *755 (800-2)*	NA
C CIRCLING	2300-1 *755 (800-1)*	2340-1¼ *795 (800-1¼)*	2720-3 1175 (1200-3)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	3600
CH 40141	307°	TDZE	1540
W30A		Apt Elev	1545

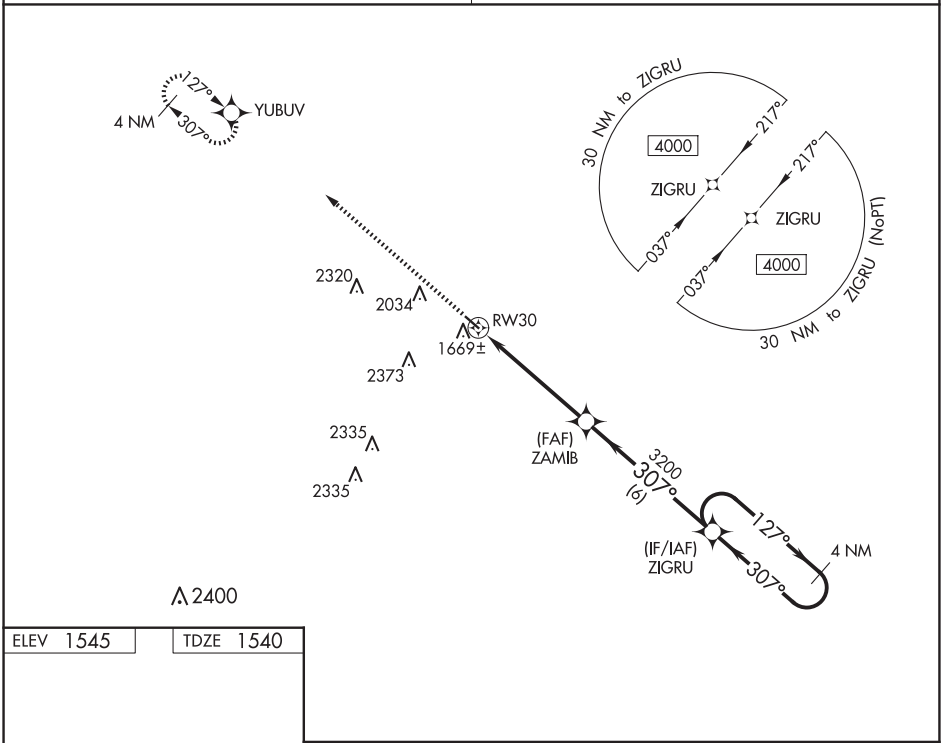
RNAV (GPS) RWY 30

WESSINGTON SPRINGS (4X4)

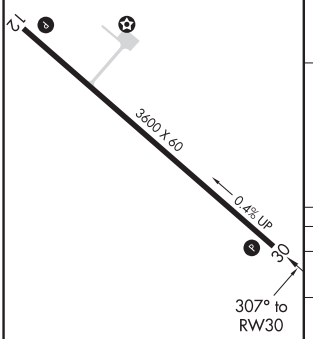
T NA — DME/DME RNP-0.3 NA. VDP NA when using Mitchell Muni altimeter setting. When local altimeter setting not received use Mitchell altimeter setting: increase all MDAs 100 feet and LNAV visibility Cat C ¼ SM, LP visibility Cat C ¼ SM, Circling visibility Cat B ¼ SM.

MISSED APPROACH: Climb to 4000 direct YUBUV and hold.

MINNEAPOLIS CENTER	CTAF
126.25 339.8	122.9 L



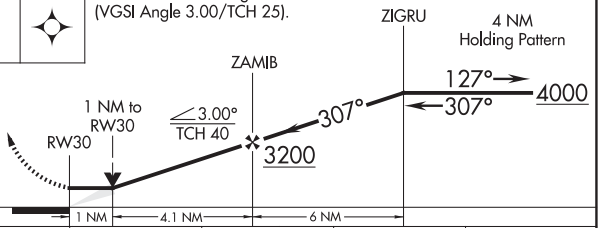
ELEV 1545 | TDZE 1540



MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

4000 | YUBUV

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).



CATEGORY	A	B	C	D
LP MDA	1880-1 340 (400-1)			NA
LNAV MDA	1940-1 400 (400-1)		1940-1⅛ 400 (400-1⅛)	NA
C CIRCLING	2180-1 635 (700-1)	2340-1 795 (800-1)	2720-3 1175 (1200-3)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 16

WHEATON MUNI (ETH)

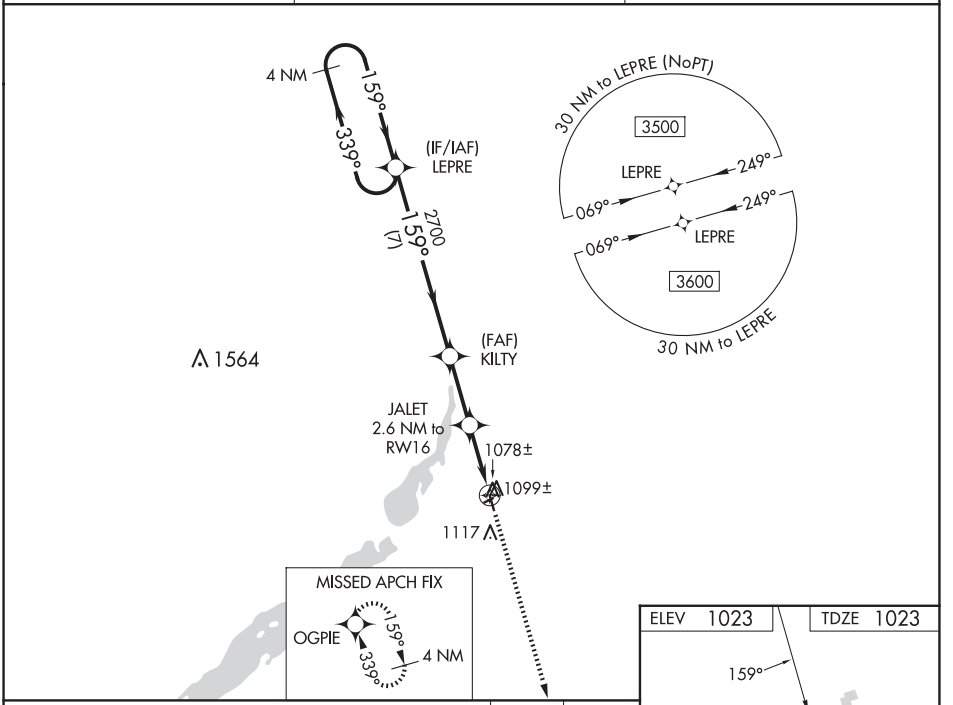
WAAS	APP CRS	Rwy Idg	3298
CH 42530	159°	TDZE	1023
W16A		Apt Elev	1023

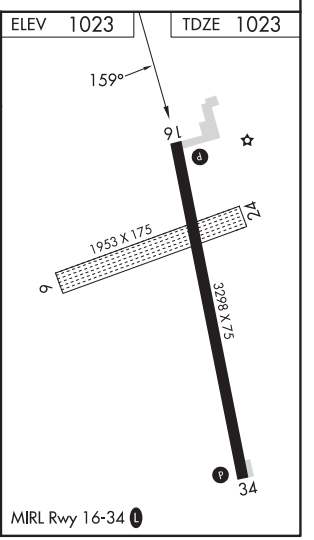
RNP APCH - GPS.

Circling NA to Rwys 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 ⅛ SM and LNAV Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 3500 direct OGPIE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	126.1 269.2	122.8 (CTAF) L





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 477 (500-1½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WHEATON, MINNESOTA | AL-6660 (FAA) | 23250

RNAV (GPS) RWY 34
WHEATON MUNI (ETH)

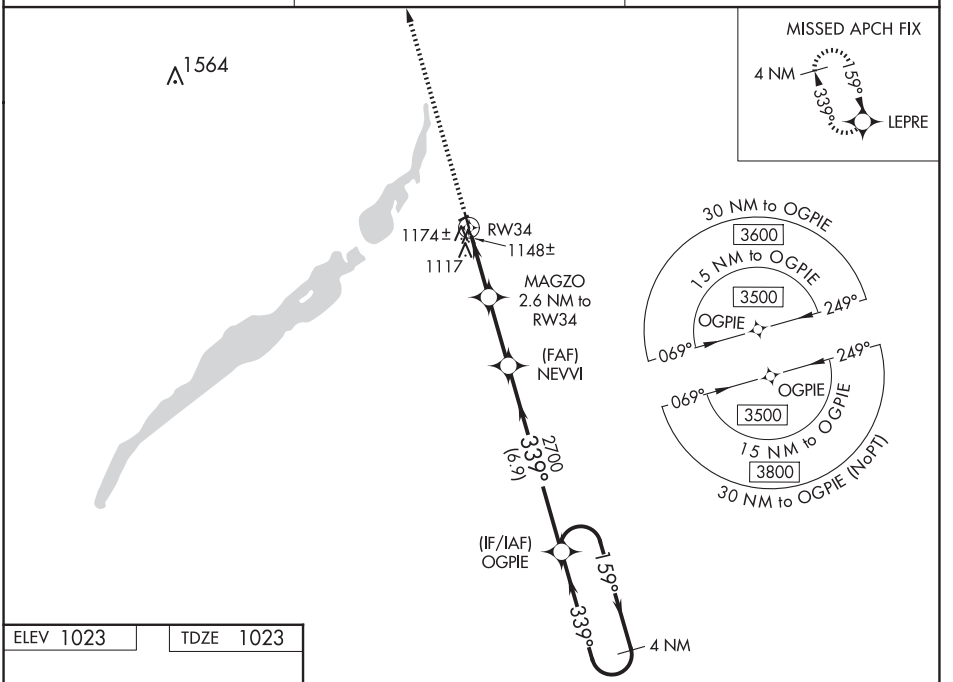
WAAS	APP CRS	Rwy Idg	3298
CH 86730	339°	TDZE	1023
W34A		Apt Elev	1023

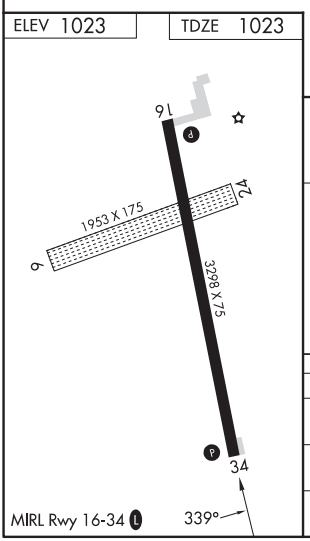
RNP APCH - GPS.

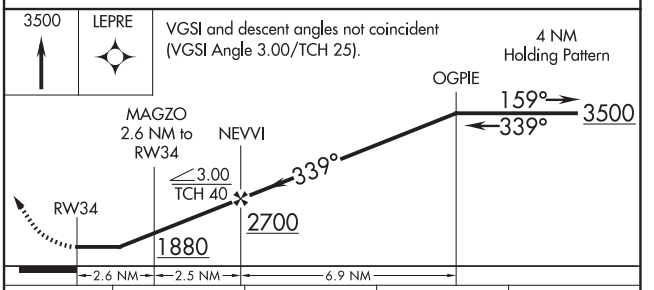
Rwy 34 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Wahpeton altimeter setting and increase all MDA 80 feet, increase LP and LNAV Cat C visibility to ⅜ SM. Circling NA to Rwys 6 and 24.

MISSED APPROACH: Climb to 3500 direct LEPRE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	126.1 269.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	1400-1 377 (400-1)			NA
LNAV MDA	1440-1 417 (500-1)		1440-1⅛ 417 (500-1⅛)	NA
CIRCLING	1480-1 457 (500-1)		1500-1½ 477 (500-1½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 32

WILLISTON BASIN INTL (XWA)

LOC/DME I-XWA	APP CRS	Rwy ldg	7503
109.1	320°	TDZE	2350
Chan 28		Apt Elev	2353

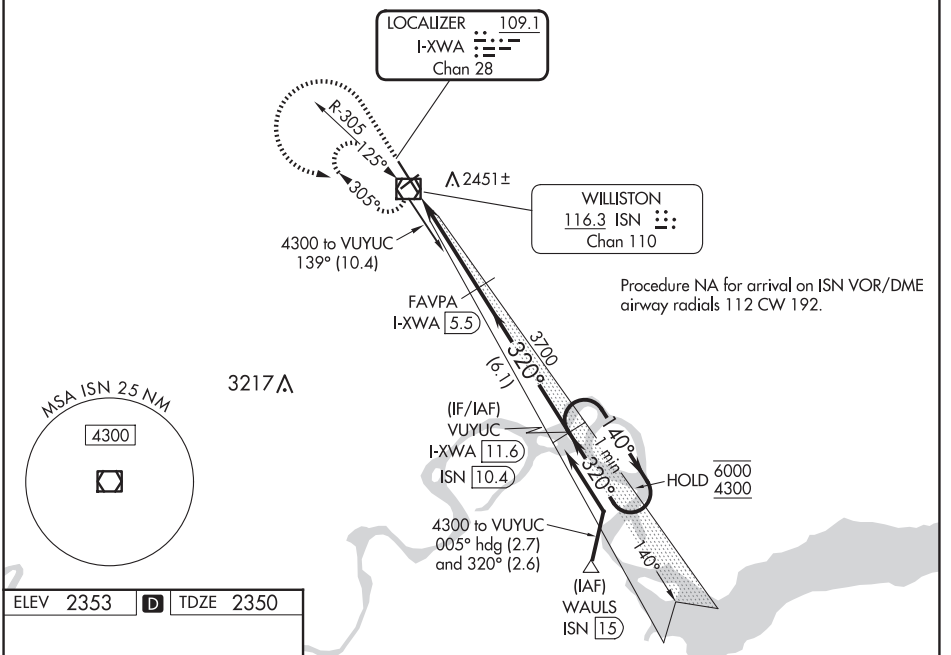
DME required.

T A NA For inop ALS, increase S-LOC 32 Cat C/D visibility to ⅞ SM.

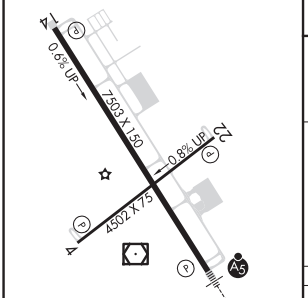
MALSR (A5)

MISSED APPROACH: Climb to 3500 then climbing left turn to 4300 direct ISN VOR/DME and hold, continue climb-in-hold to 4300.

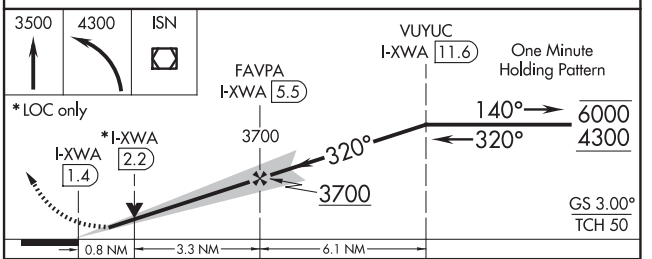
ASOS	SALT LAKE CITY CENTER	UNICOM
125.925	126.85 305.2	122.8 (CTAF) L



ELEV 2353 D TDZE 2350



MIRL Rwy 4-22 L
HIRL Rwy 14-32 L
REIL Rwy 4, 14 and 22 L



CATEGORY	A	B	C	D
S-ILS 32	2550-½ 200 (200-½)			
S-LOC 32	2660-½ 310 (400-½)			
C CIRCLING	2760-1 407 (500-1)	2820-1 467 (500-1)	2820-1½ 467 (500-1½)	2920-2 567 (600-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 4

WILLISTON BASIN INTL (XWA)

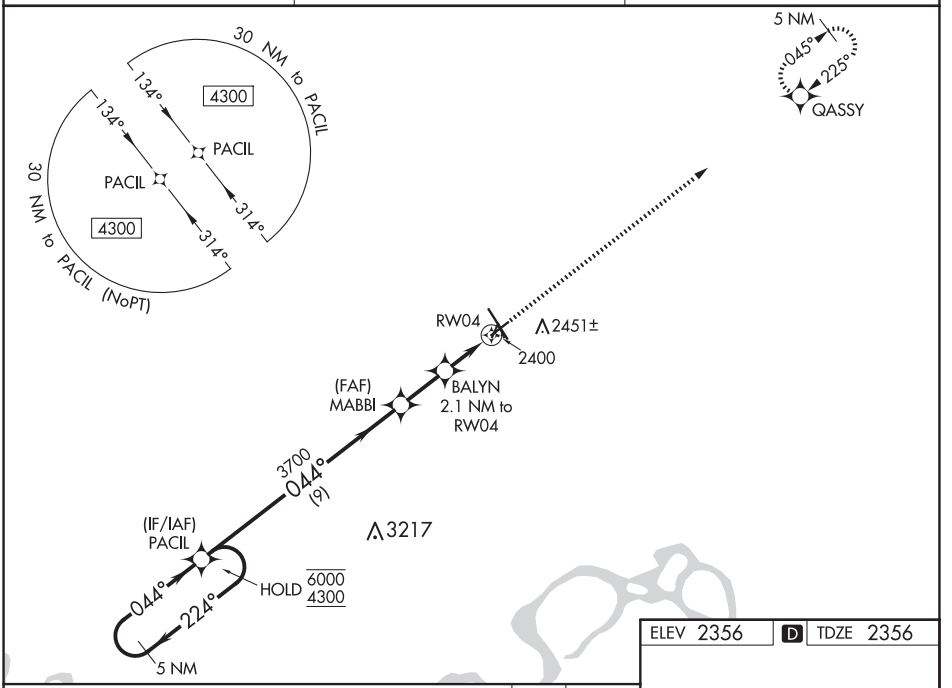
WAAS CH 49243 W04A	APP CRS 044°	Rwy Idg 4502 TDZE 2356 Apt Elev 2356

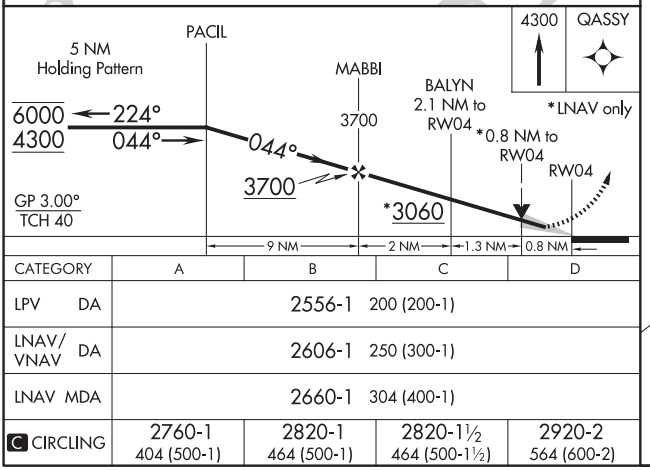
RNP APCH-GPS.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 4300 direct QASSY and hold.

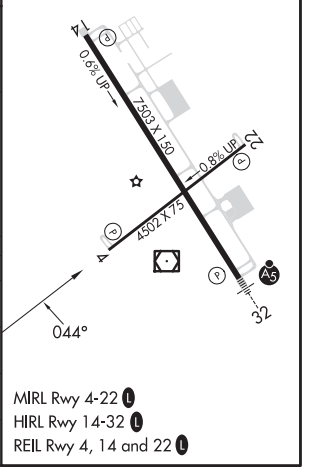
ASOS	SALT LAKE CITY CENTER	UNICOM
125.925	126.85 305.2	122.8 (CTAF) L





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)			
C CIRCLING	2760-1 404 (500-1)	2820-1 464 (500-1)	2820-1½ 464 (500-1½)	2920-2 564 (600-2)

ELEV 2356 D TDZE 2356



MIRL Rwy 4-22 L
HIRL Rwy 14-32 L
REIL Rwy 4, 14 and 22 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 14

WILLISTON BASIN INTL (XWA)

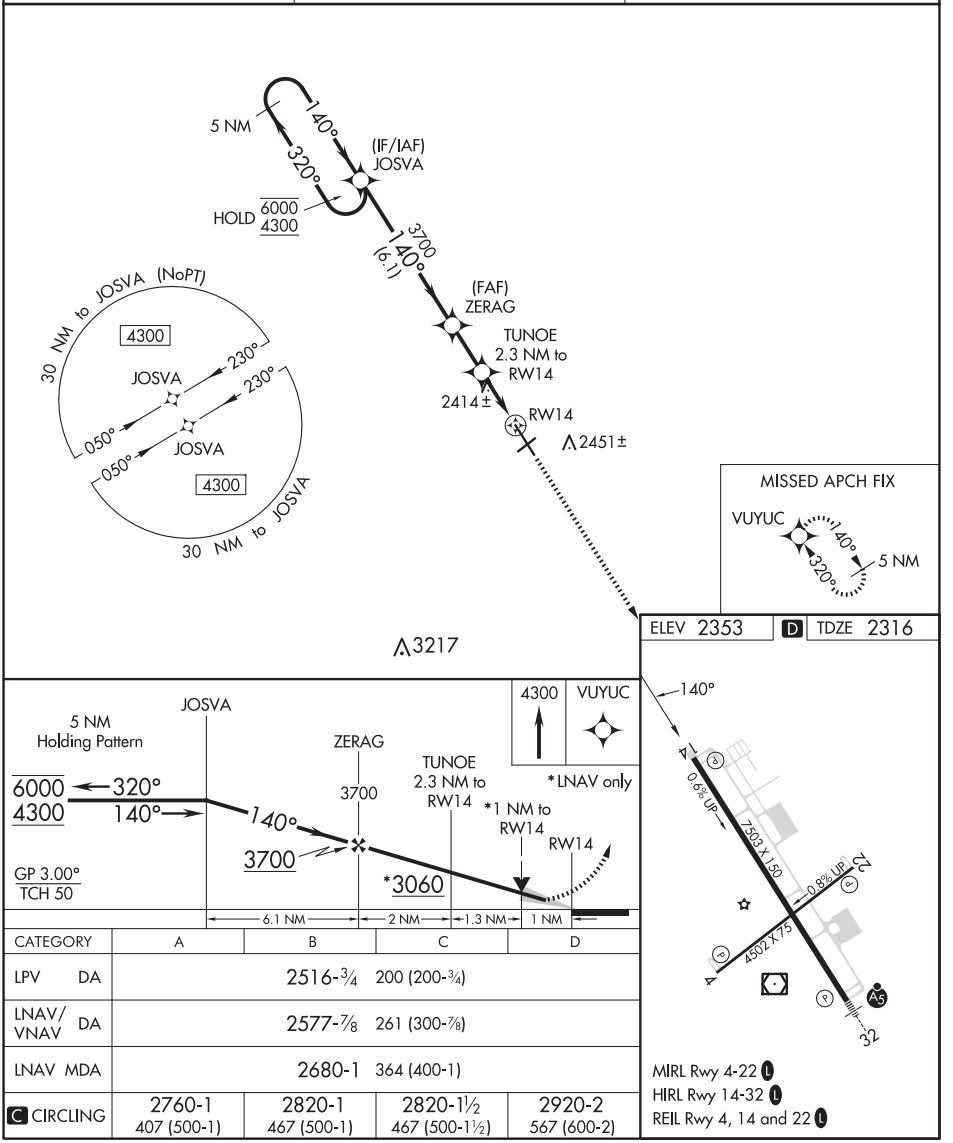
WAAS	APP CRS	Rwy Idg	7503
CH 40143	140°	TDZE	2316
W14A		Apt Elev	2353

RNP APCH.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 4300 direct VUYUC and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
125.925	126.85 305.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2516-¾ 200 (200-¾)			
LNAV/VNAV DA	2577-⅞ 261 (300-⅞)			
LNAV MDA	2680-1 364 (400-1)			
C CIRCLING	2760-1 407 (500-1)	2820-1 467 (500-1)	2820-1½ 467 (500-1½)	2920-2 567 (600-2)

MIRL Rwy 4-22 L
HIRL Rwy 14-32 L
REIL Rwy 4, 14 and 22 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4502
CH 93943	224°	TDZE	2339
W22A		Apt Elev	2356

RNAV (GPS) RWY 22

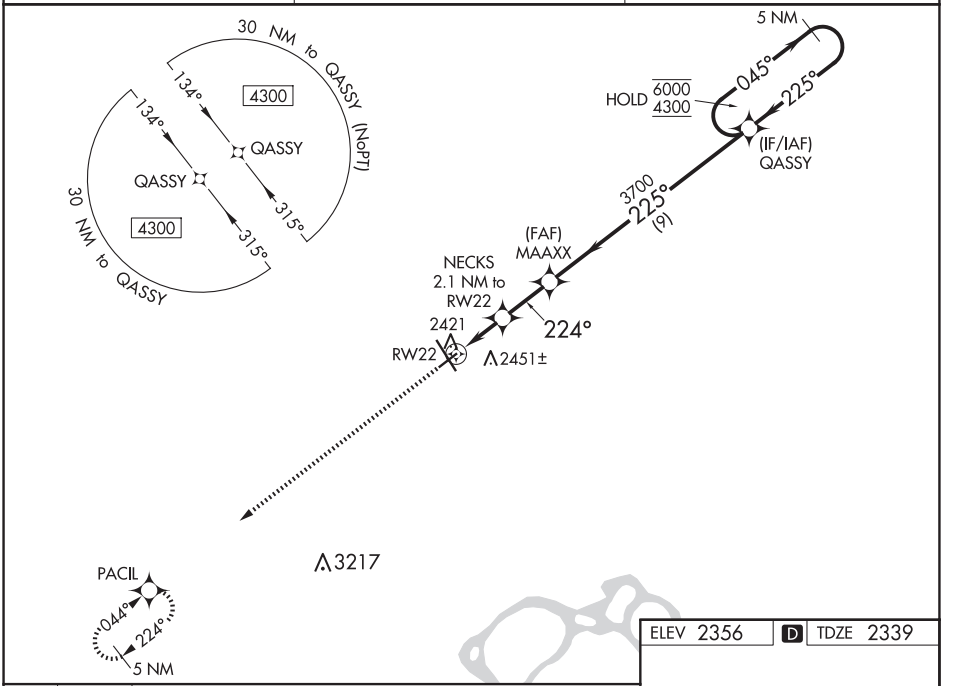
WILLISTON BASIN INTL (XWA)

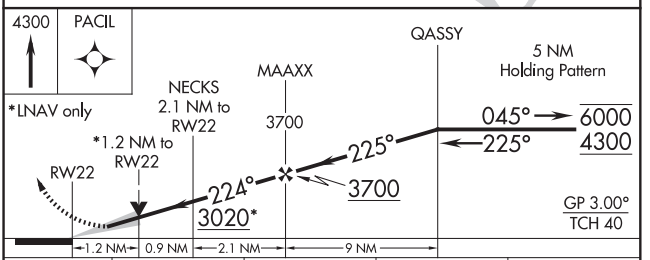
RNP APCH-GPS.

T A — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 4300 direct PACIL and hold.

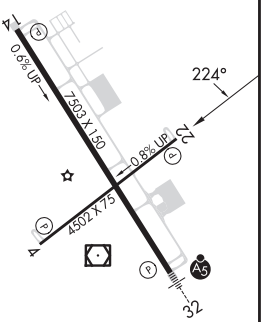
ASOS	SALT LAKE CITY CENTER	UNICOM
125.925	126.85 305.2	122.8 (CTAF) L





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)		2740-1⅛ 401 (400-1⅛)	
C CIRCLING	2760-1 404 (500-1)	2820-1 464 (500-1)	2820-1½ 464 (500-1½)	2920-2 564 (600-2)

ELEV 2356 D TDZE 2339



MIRL Rwy 4-22 L
HIRL Rwy 14-32 L
REIL Rwy 4, 14 and 22 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

WILLISTON BASIN INTL (XWA)

WAAS	APP CRS	Rwy ldg	7503
CH 78043	320°	TDZE	2350
W32A		Apt Elev	2353

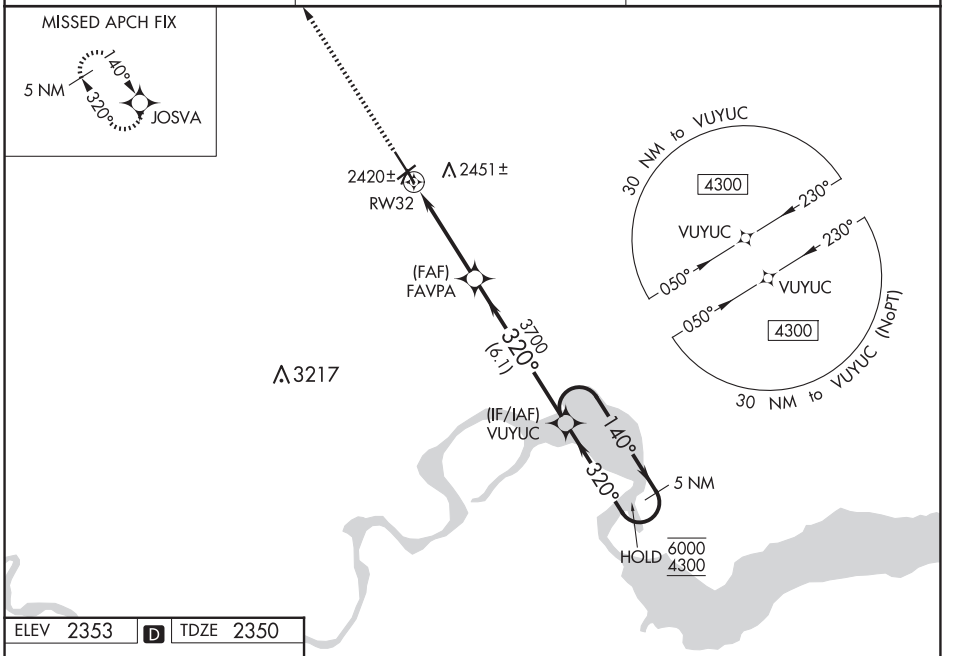
RNP APCH.

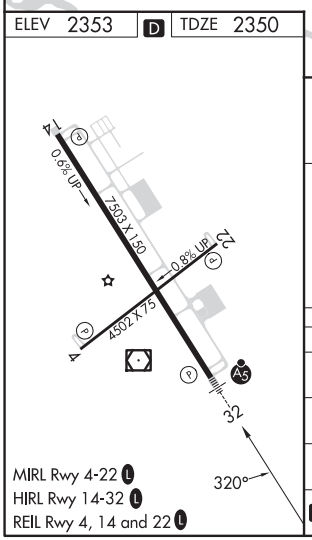
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM.

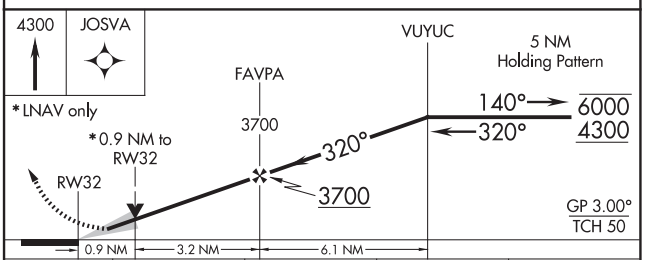
MALSR

MISSED APPROACH: Climb to 4300 direct JOSVA and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
125.925	126.85 305.2	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2550-½ 200 (200-½)			
LNAV/VNAV DA	2600-½ 250 (300-½)			
LNAV MDA	2680-½ 330 (400-½)			
C CIRCLING	2760-1 407 (500-1)	2820-1 467 (500-1)	2820-1½ 467 (500-1½)	2920-2 567 (600-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR RWY 14

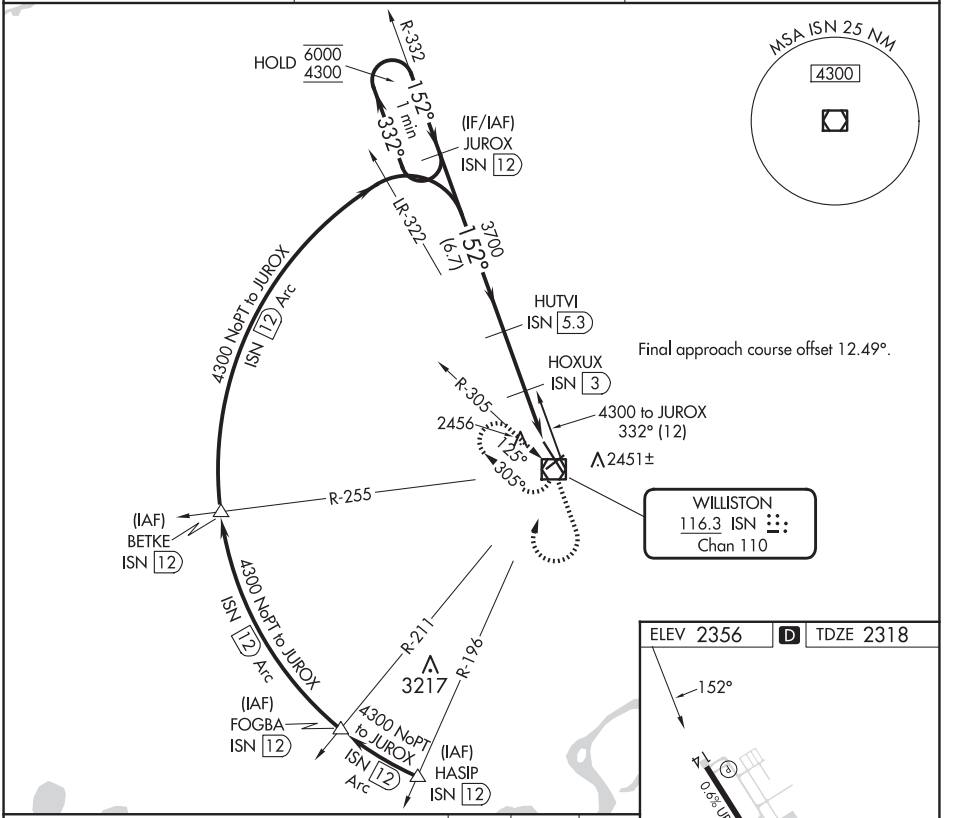
WILLISTON BASIN INTL (XWA)

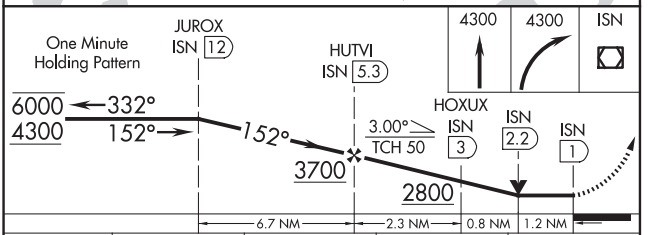
VOR/DME ISN	APP CRS	Rwy Idg	7503
116.3	152°	TDZE	2318
Chan 110		Apt Elev	2356

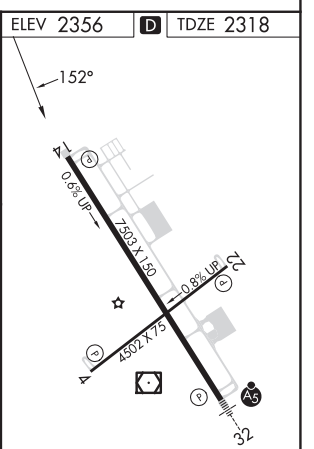
DME required.

MISSED APPROACH: Climb to 4300 then climbing right turn to 4300 direct ISN VOR/DME and hold

ASOS	SALT LAKE CITY CENTER	UNICOM
125.925	126.85 305.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	2720-1	402 (400-1)	2720-1⅛	402 (400-1⅛)
C CIRCLING	2760-1 404 (500-1)	2820-1 464 (500-1)	2820-1½ 464 (500-1½)	2920-2 564 (600-2)

MIRL Rwy 4-22 L
HIRL Rwy 14-32 L
REIL Rwy 4, 14 and 22 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

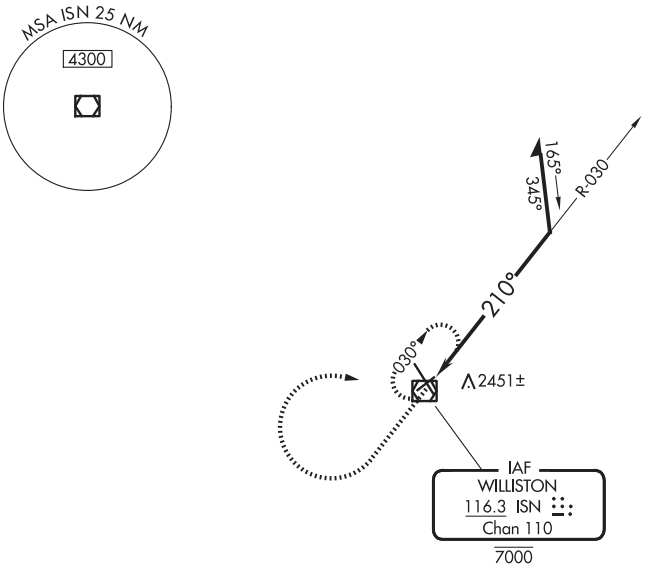
VOR RWY 22

WILLISTON BASIN INTL (XWA)

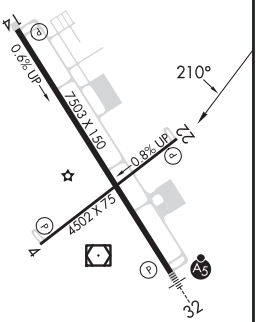
VOR/DME ISN	APP CRS	Rwy Idg	4502
116.3	210°	TDZE	2339
Chan 110		Apt Elev	2356

MISSED APPROACH: Climb to 3300 then climbing right turn to 7000 direct ISN VOR/DME and hold, continue climb-in-hold to 7000.

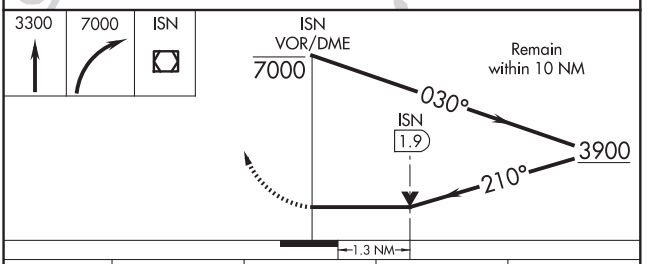
ASOS	SALT LAKE CITY CENTER	UNICOM
125.925	126.85 305.2	122.8 (CTAF) L



ELEV 2356 D TDZE 2339



MIRL Rwy 4-22 L
HIRL Rwy 14-32 L
REIL Rwy 4, 14 and 22 L



CATEGORY	A	B	C	D
S-22	2760-1 421 (500-1)		2760-1¼ 421 (500-1¼)	
C CIRCLING	2760-1 404 (500-1)	2820-1 464 (500-1)	2820-1½ 464 (500-1½)	2920-2 564 (600-2)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WILLISTON, NORTH DAKOTA

AL-11234 (FAA)

25051

VOR RWY 32

WILLISTON BASIN INTL (XWA)

VOR/DME ISN	APP CRS	Rwy Idg	7503
116.3	303°	TDZE	2350
Chan 110		Apt Elev	2353

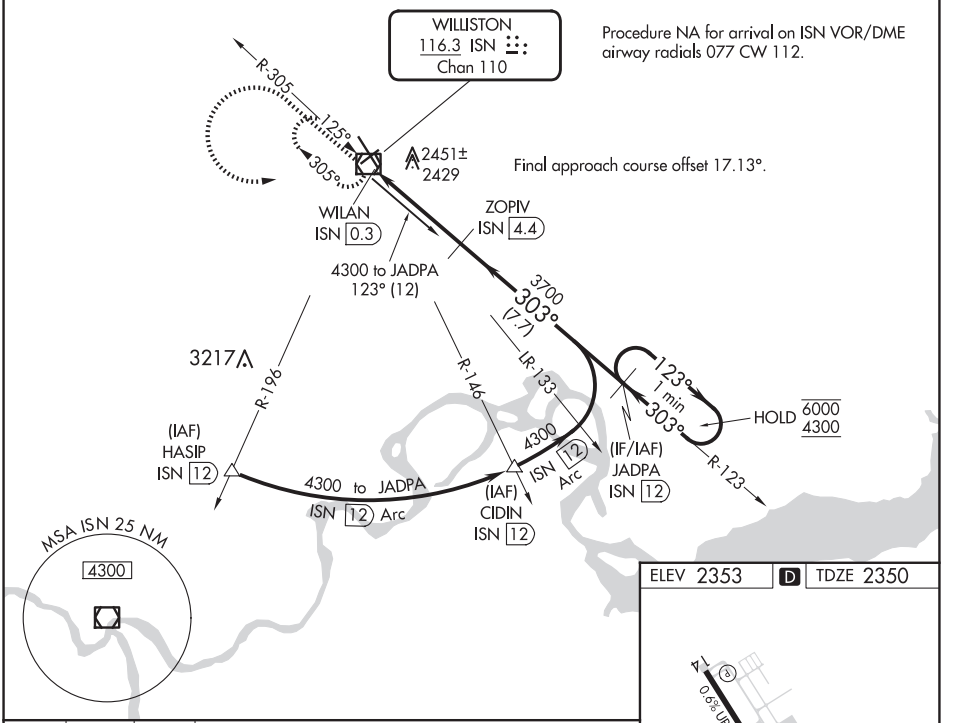
DME required.

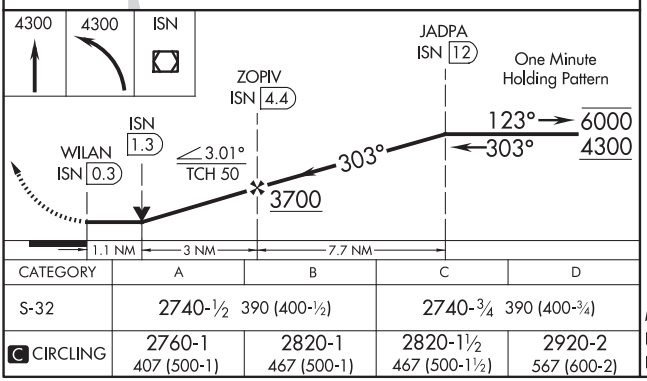
T A — For inop ALS, increase S-32 Cats C/D visibility to 1⅛ SM.

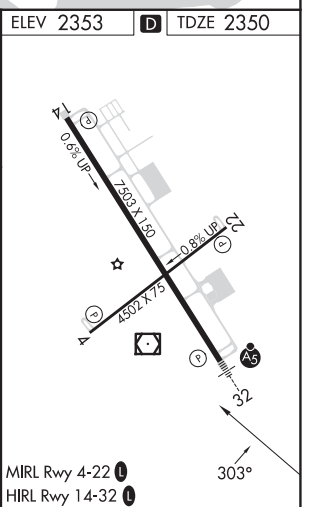
MALSR

MISSED APPROACH: Climb to 4300 then climbing left turn to 4300 direct ISN VOR/DME and hold

ASOS	SALT LAKE CITY CENTER	UNICOM
125.925	126.85 305.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	2740-½ 390 (400-½)		2740-¾ 390 (400-¾)	
C CIRCLING	2760-1 407 (500-1)	2820-1 467 (500-1)	2820-1½ 467 (500-1½)	2920-2 567 (600-2)

MIRL Rwy 4-22 L
HIRL Rwy 14-32 L
REIL Rwy 4, 14 and 22 L

WILLISTON, NORTH DAKOTA
Orig 10OCT19

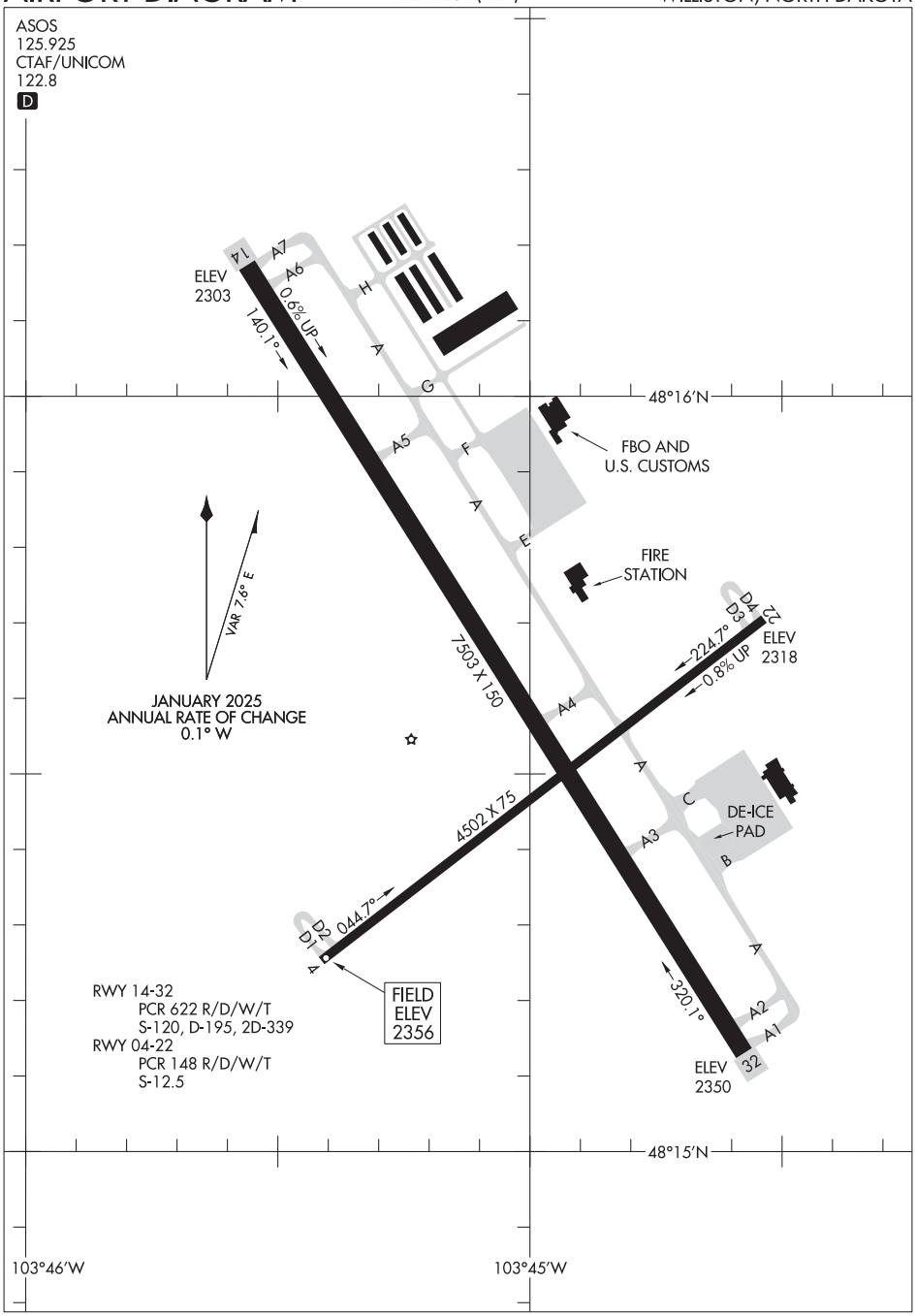
48°16'N-103°45'W

WILLISTON BASIN INTL (XWA)

VOR RWY 32

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025



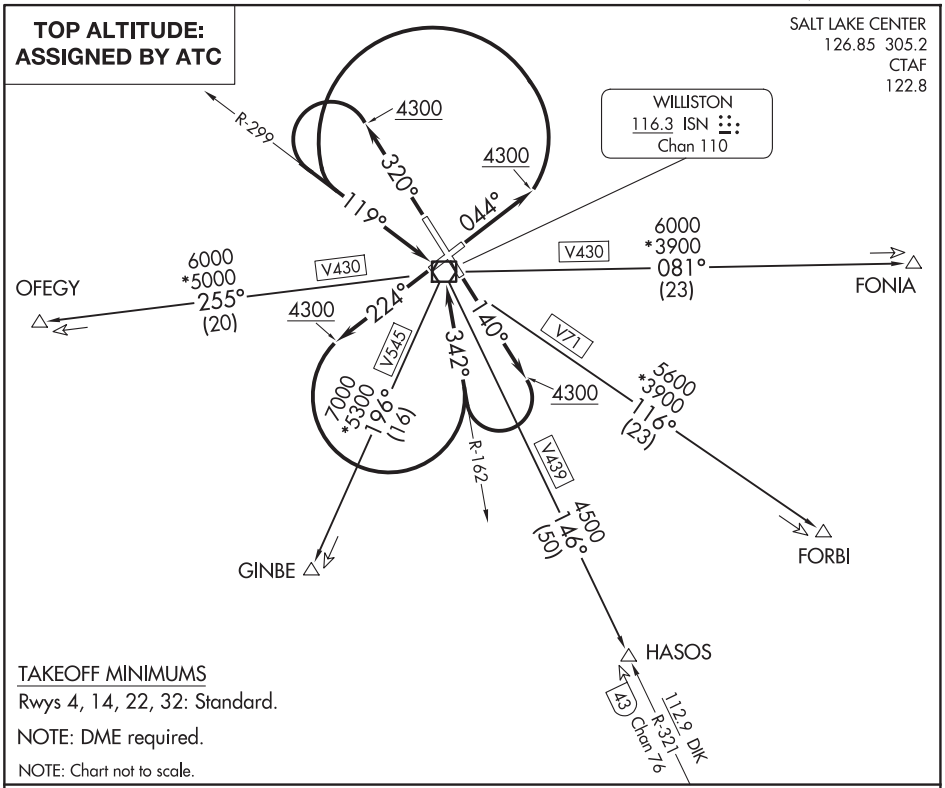
NC-1, 07 AUG 2025 to 02 OCT 2025

(ISN6.ISN) 23334

WILLISTON SIX DEPARTURE

AL-11234 (FAA)

WILLISTON BASIN INTL (XWA)
WILLISTON, NORTH DAKOTA



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.

NC-1, 07 AUG 2025 to 02 OCT 2025

LOC I-BDH	APP CRS	Rwy Idg	5500
109.5	126°	TDZE	1124
		Apt Elev	1126

ILS or LOC RWY 13

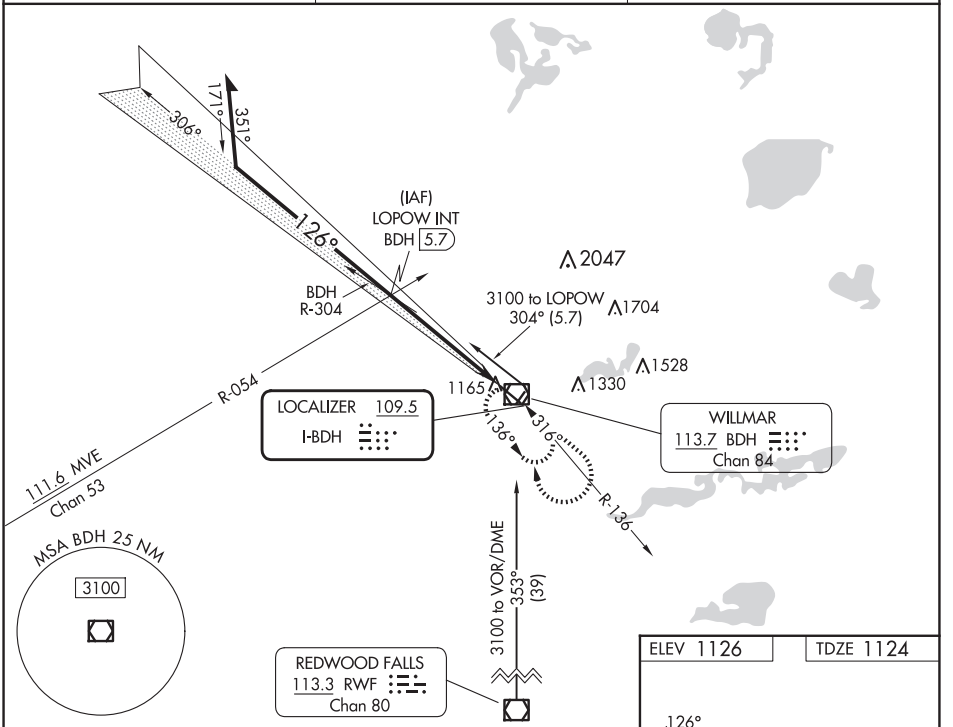
WILLMAR MUNI/JOHN L RICE FLD (BDH)

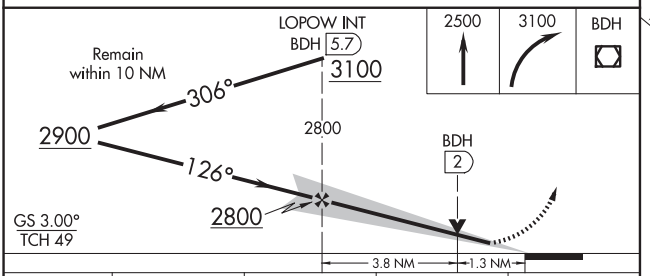
T NA — Circling NA to Rwys 3 and 21. When local altimeter setting not received, use Olivia altimeter setting; increase S-ILS 13 DA to 1379 feet; increase all MDAs 60 feet and Circling visibility Cat D 1¼ SM. VDP NA when using Olivia Rgnl altimeter setting.

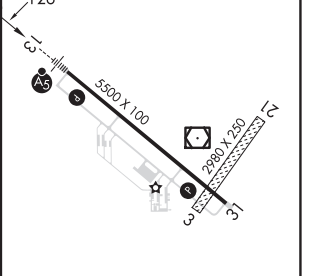
MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct BDH VOR/DME and hold, climb-in-hold to 3100.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.75	125.5 323.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 13	1324-¾ 200 (200-¾)			
S-LOC 13	1600-¾ 476 (500-¾)		1600-1 476 (500-1)	
CIRCLING	1600-1 474 (500-1)		1660-1½ 534 (600-1½)	1960-2¾ 834 (900-2¾)

HIRL Rwy 13-31 L
REIL Rwy 31 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

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WILLMAR, MINNESOTA | AL-10310 (FAA) | 24025

WAAS	APP CRS	Rwy Idg	5500
CH 93902	126°	TDZE	1124
W13A		Apt Elev	1126

RNAV (GPS) RWY 13

WILLMAR MUNI/JOHN L RICE FLD (BDH)

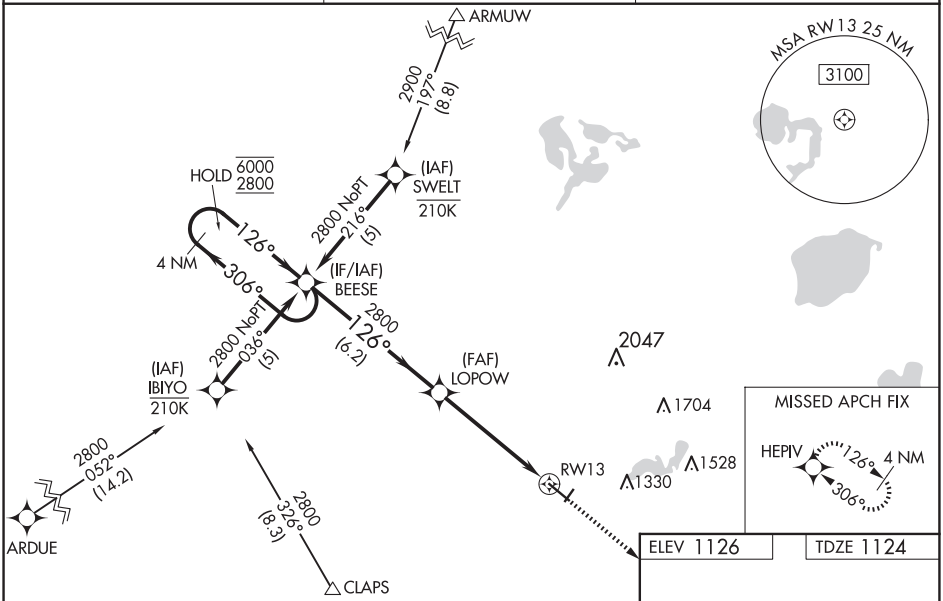
RNP APCH - GPS.

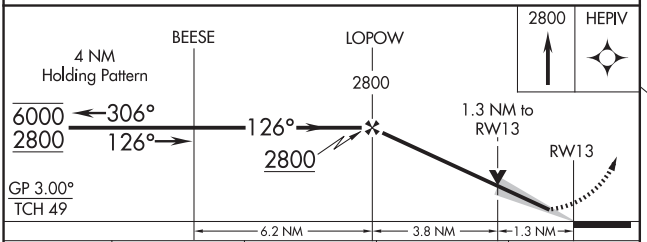
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA to Rwys 3 and 21. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅛ SM, LNAV Cats A and B to 1 SM and LNAV Cats C and D visibility to 1⅜ SM. When local altimeter setting not received, use Olivia altimeter setting: increase LPV DA to 1379 feet; increase LNAV/VNAV DA to 1584 feet and all visibilities ⅛ SM; increase all MDAs 60 feet and Circling visibility Cat D ¼ SM. Baro-VNAV and VDP NA when using Olivia Rgnl altimeter setting.

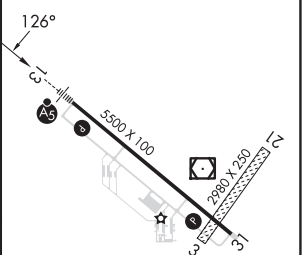
MALSR

MISSED APPROACH: Climb to 2800 direct HEPIV and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.75	125.5 323.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1324-¾ 200 (200-¾)			
LNAV/VNAV DA	1529-¾ 405 (500-¾)			
LNAV MDA	1600-¾ 476 (500-¾)		1600-1 476 (500-1)	
CIRCLING	1600-1 474 (500-1)		1660-1½ 534 (600-1½)	1960-2¾ 834 (900-2¾)

HIRL Rwy 13-31 L
REIL Rwy 31 L

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

WILLMAR MUNI/JOHN L RICE FLD (BDH)

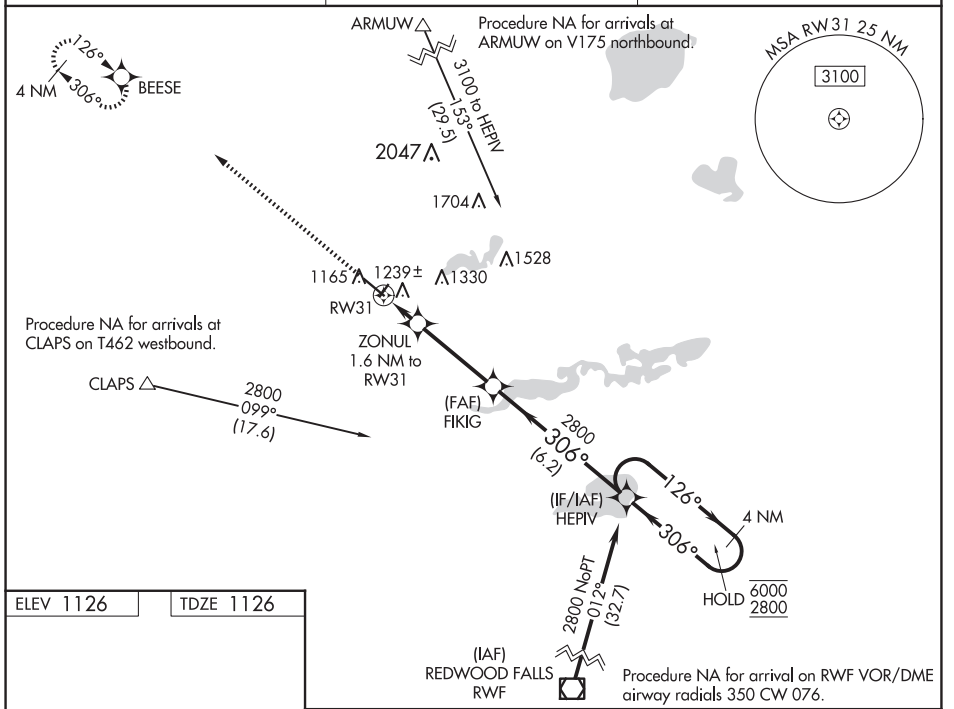
WAAS	APP CRS	Rwy Idg	5500
CH 72632	306°	TDZE	1126
W31A		Apt Elev	1126

RNP APCH - GPS.

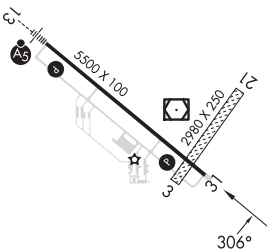
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Olivia altimeter setting; increase LPV DA to 1381 feet; increase LNAV/VNAV DA to 1475 feet and all visibilities ⅛ SM; increase all MDAs 60 feet and LNAV visibility Cat C and D ¼ SM. Baro-VNAV and VDP NA when using Olivia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2800 direct BEESE and hold.

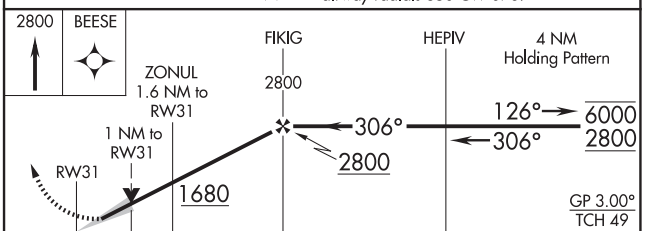
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.75	125.5 323.1	122.8 (CTAF) L



ELEV 1126 | TDZE 1126



HIRL Rwy 13-31 L
REIL Rwy 31 L



CATEGORY	A	B	C	D
LPV DA	1326-¾ 200 (200-¾)			
LNAV/VNAV DA	1420-¾ 294 (300-¾)			
LNAV MDA	1500-1 374 (400-1)			

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME BDH	APP CRS	Rwy Idg	5500
113.7	316°	TDZE	1126
Chan 84		Apt Elev	1126

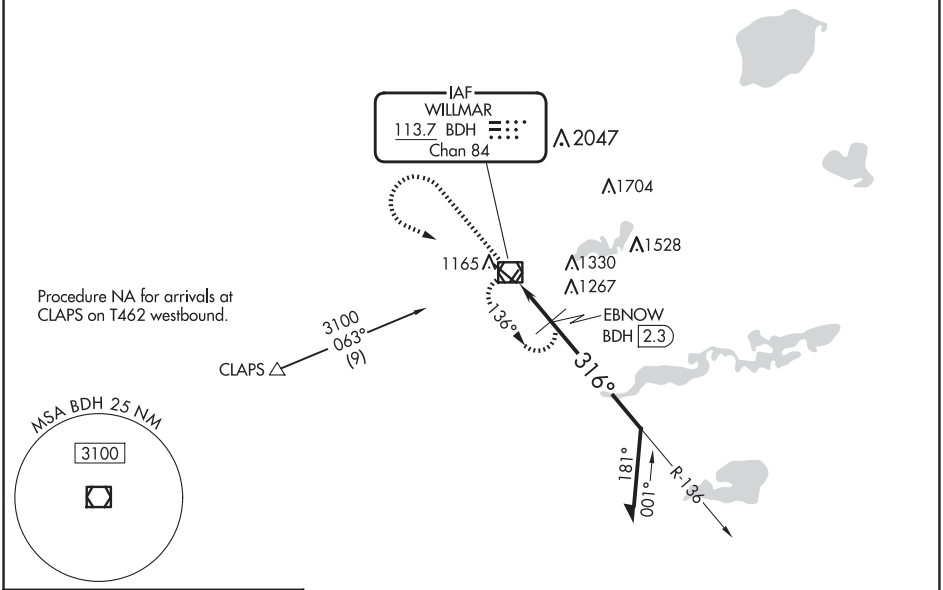
VOR RWY 31

WILLMAR MUNI/JOHN L RICE FLD (BDH)

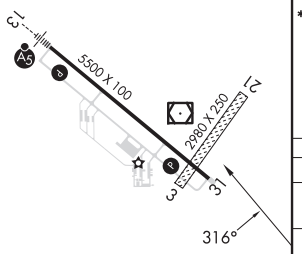
Circling NA to Rwys 3 and 21. When local altimeter setting not received, use Olivia altimeter setting and increase all MDAs 60 feet and S-31 visibility Cat C and D ⅛ SM; increase EBNOW fix mimimums visibility Cat C and D ¼ SM, and Circling visibility Cat D ¼ SM. VDP NA when using Olivia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3100 direct BDH VOR/DME and hold, continue climb-in-hold to 3100.

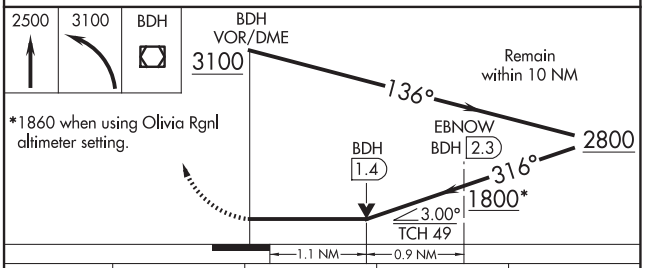
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
118.75	125.5 323.1	122.8 (CTAF) L



ELEV 1126 TDZE 1126



HIRL Rwy 13-31 L
REIL Rwy 31 L



CATEGORY	A	B	C	D
S-31	1800-1 674 (700-1)		1800-1⅞ 674 (700-1⅞)	
CIRCLING	1800-1 674 (700-1)		1800-2 674 (700-2)	1960-2¾ 834 (900-2¾)
EBNOW FIX MINIMUMS				
S-31	1520-1 394 (400-1)		1520-1⅛ 394 (400-1⅛)	
CIRCLING	1580-1 454 (500-1)	1600-1 474 (500-1)	1660-1½ 534 (600-1½)	1960-2¾ 834 (900-2¾)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

WINDOM MUNI (MWM)

WAAS	APP CRS	Rwy Idg	3598
CH 53742	177°	TDZE	1411
W17A		Apt Elev	1411

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3100 direct BAKAC and hold.

AWOS-3PT	MINNEAPOLIS CENTER	CTAF
119.325	127.1 290.2	122.9 (L)

Procedure NA for arrival on RWF VOR/DME airway radials 103 CW 263.

(IAF) REDWOOD FALLS RWF

3000 NoPT 175° (21.5)

4 NM — HOLD 6000 3000

357° 177°

(IAF) GOPEC — 3000 NoPT 087° (9.5)

(IF/IAF) HEDLO

3000 177° (6.6)

1976

MSA RW17 25 NM 3200

(FAF) JELET

CATCO 2.3 NM to RW17 — 1778

1570 ±

RW17

1910

MISSED APCH FIX

BAKAC 357° 177° 4 NM

ELEV 1411 TDZE 1411

177°

17

3598 X 75

35

MIRL Rwy 17-35 (L)

REIL Rwys 17 and 35 (L)

3100 BAKAC

* LNAV only

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

4 NM Holding Pattern

CATCO 2.3 NM to RW17

JELET 3000

HEDLO

*1.2 NM to RW17

RW17

2180 *

3000

177° 357° 6000 177° 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	1858-1⅜ 447 (500-1⅜)			NA
LNAV MDA	1820-1 409 (500-1)		1820-1⅛ 409 (500-1⅛)	NA
(C) CIRCLING	1880-1 469 (500-1)	1900-1 489 (500-1)	1920-1½ 509 (600-1½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025

NC-1, 07 AUG 2025 to 02 OCT 2025

WINDOM, MINNESOTA | AL-5644 (FAA) | 23054

RNAV (GPS) RWY 35

WINDOM MUNI (MWM)

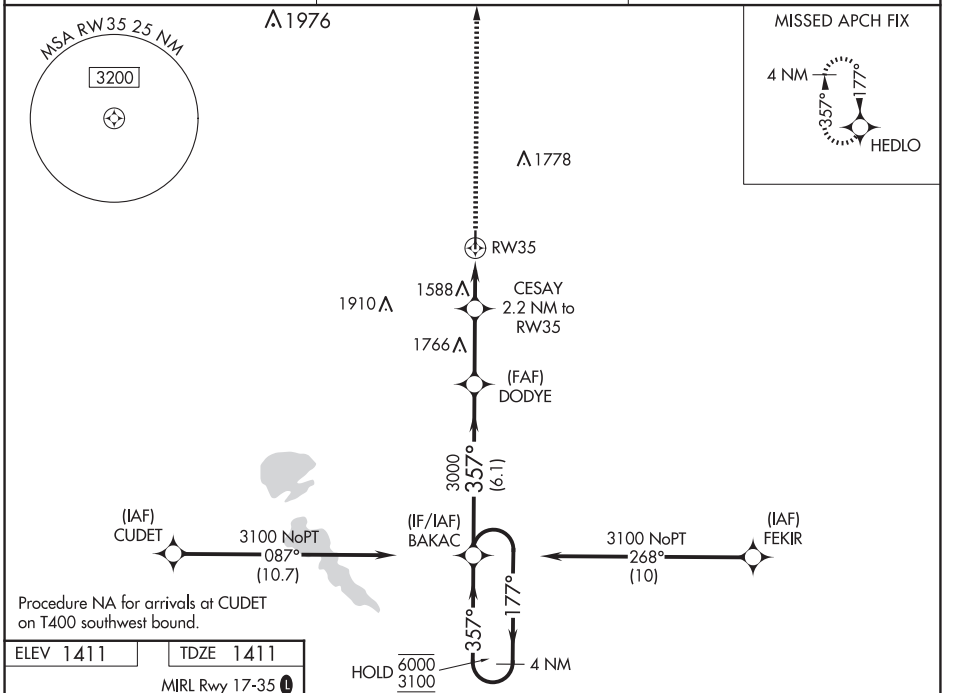
WAAS	APP CRS	Rwy Idg	3598
CH 63242	357°	TDZE	1411
W35A		Apt Elev	1411

RNP APCH - GPS.

T A 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 3000 direct HEDLO and hold.

AWOS-3PT	MINNEAPOLIS CENTER	CTAF
119.325	127.1 290.2	122.9 L

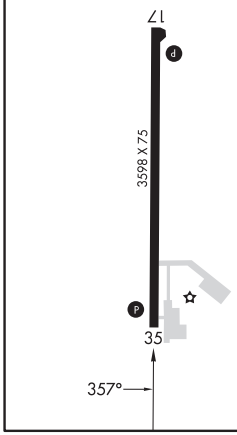


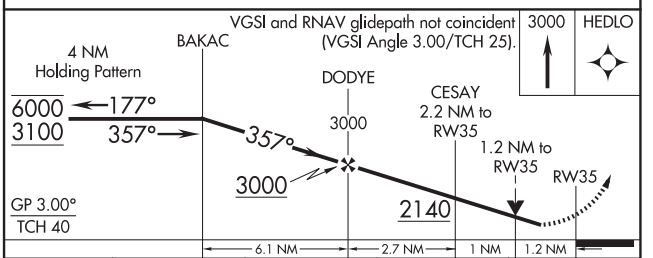
Procedure NA for arrivals at CUDET on T400 southwest bound.

ELEV 1411 | TDZE 1411

MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L





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 429 (500-1¼)	NA
C CIRCLING	1880-1 469 (500-1)	1900-1 489 (500-1)	1920-1½ 509 (600-1½)	NA

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5500
CH 61212	129°	TDZE	2020
W13A		Apt Elev	2032

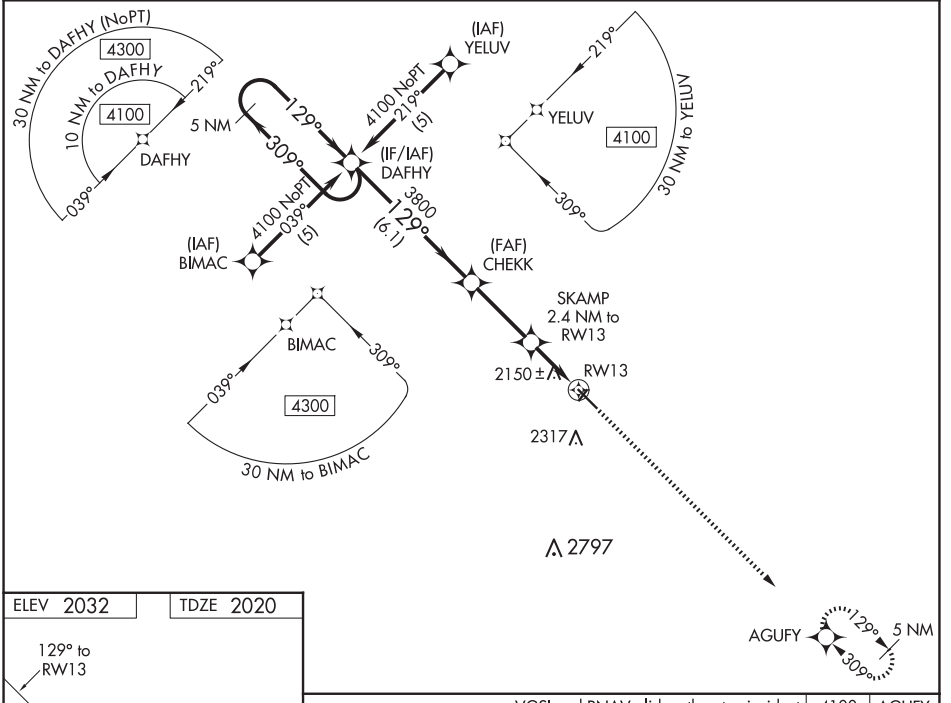
RNAV (GPS) RWY 13

WINNER RGNL (ICR)

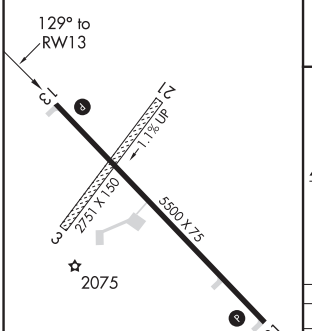
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Valentine altimeter setting. When local altimeter setting not received, use Valentine, NE altimeter setting and increase all DA/MDA 240 feet; increase LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats visibility 1 mile, LNAV Cat C visibility ¾ mile, Circling Cat B visibility ¼ mile and Cat C visibility 1 mile. Circling NA to Rwys 3 and 21.

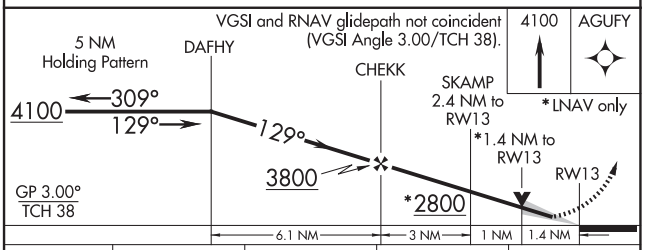
MISSED APPROACH: Climb to 4100 direct AGUFY and hold.

ASOS	MINNEAPOLIS CENTER	GCO	UNICOM
126.775	125.1 269.1	121.725	122.8 (CTAF) L



ELEV 2032 TDZE 2020





CATEGORY	A	B	C	D
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 460 (500-1¼)	NA
C CIRCLING	2580-1 548 (600-1)	2680-1 648 (700-1)	2680-1¾ 648 (700-1¾)	NA

MIRL Rwy 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

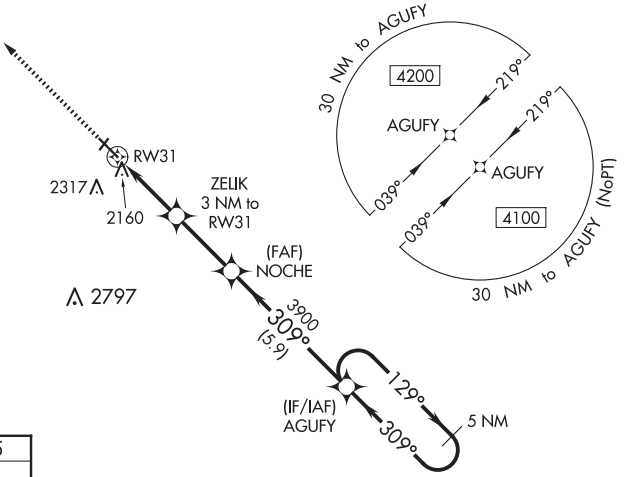
WINNER RGNL (ICR)

WAAS	APP CRS	Rwy Idg	5500
CH 97612	309°	TDZE	2025
W31A		Apt Elev	2032

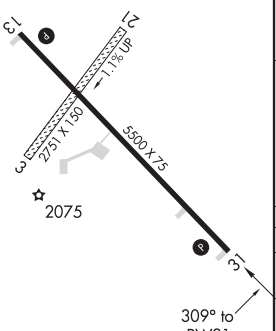
Circling NA to Rwys 3 and 21. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24° C (-11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Valentine altimeter setting. When local altimeter setting not received, use Valentine, NE altimeter setting and increase LPV DA to 2514, LNAV/VNAV DA to 2549 and all visibilities ⅞ mile, increase all MDA 240 feet; increase Cat B visibility ¼ mile and Cat C 1 mile.

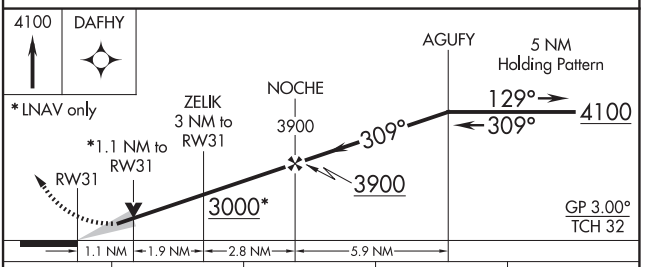
MISSED APPROACH: Climb to 4100 direct DAFHY and hold.

ASOS	MINNEAPOLIS CENTER	GCO	UNICOM
126.775	125.1 269.1	121.725	122.8 (CTAF) L



ELEV 2032	TDZE 2025





CATEGORY		A	B	C	D
LPV	DA	2275-1 250 (300-1)			NA
LNAV/VNAV	DA	2310-1 285 (300-1)			NA
LNAV	MDA	2420-1 395 (400-1)		2420-1⅛ 395 (400-1⅛)	NA
C CIRCLING		2580-1 548 (600-1)	2680-1 648 (700-1)	2680-1¾ 648 (700-1¾)	NA

MIRL Rwy 13-31 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-ONA	APP CRS	Rwy Idg 5199
109.35	300°	TDZE 656
Chan 30 (Y)		Apt Elev 656

ILS Y or LOC Y RWY 30

WINONA MUNI/MAX CONRAD FLD (ONA)

DME required.

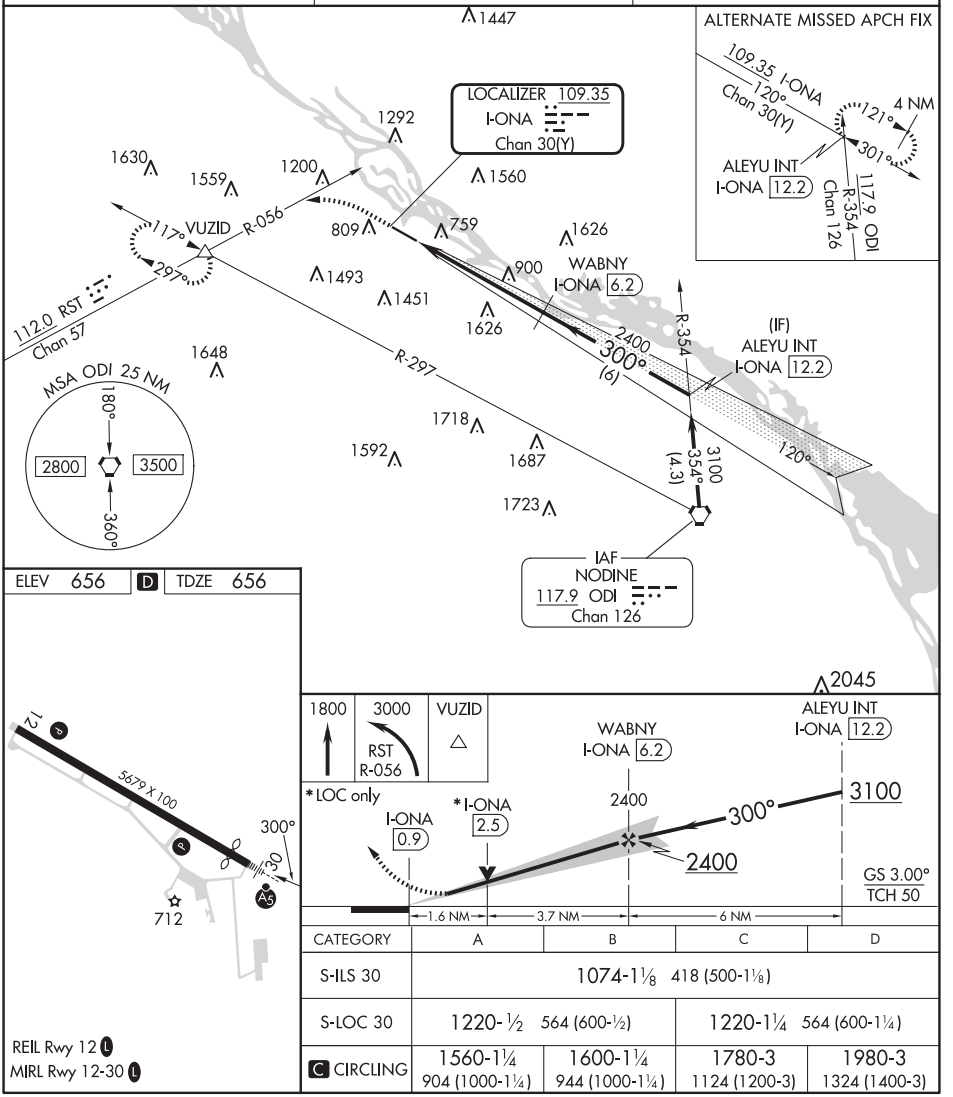
VDP NA with La Crosse altimeter setting. When local altimeter setting not received, use La Crosse altimeter setting and increase S-ILS 30 DA to 1127 and all visibilities ⅛ mile, increase all MDA 60 feet, and visibility S-LOC 30 Cat C/D ⅛ mile, and Circling Cat B ¼ mile. For inop ALS, increase S-ILS 30 all Cats visibility to 1⅜ mile, increase S-LOC 30 Cats C/D visibility to 1⅝ mile. For inop ALS when using La Crosse altimeter setting, increase S-ILS 30 all Cats visibility to 1⅝ mile, increase S-LOC 30 Cats C/D visibility to 1¾ mile.

T NA -29°C

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	MINNEAPOLIS CENTER	UNICOM
118.075	128.6 363.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 30	1074-1⅛ 418 (500-1⅛)			
S-LOC 30	1220-½ 564 (600-½)		1220-1¼ 564 (600-1¼)	
C CIRCLING	1560-1¼ 904 (1000-1¼)	1600-1¼ 944 (1000-1¼)	1780-3 1124 (1200-3)	1980-3 1324 (1400-3)

REIL Rwy 12 L
MIRL Rwy 12-30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WINONA, MINNESOTA AL-5087 (FAA) 24305

LOC/DME I-ONA	APP CRS	Rwy Idg 5199
109.35	300°	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.

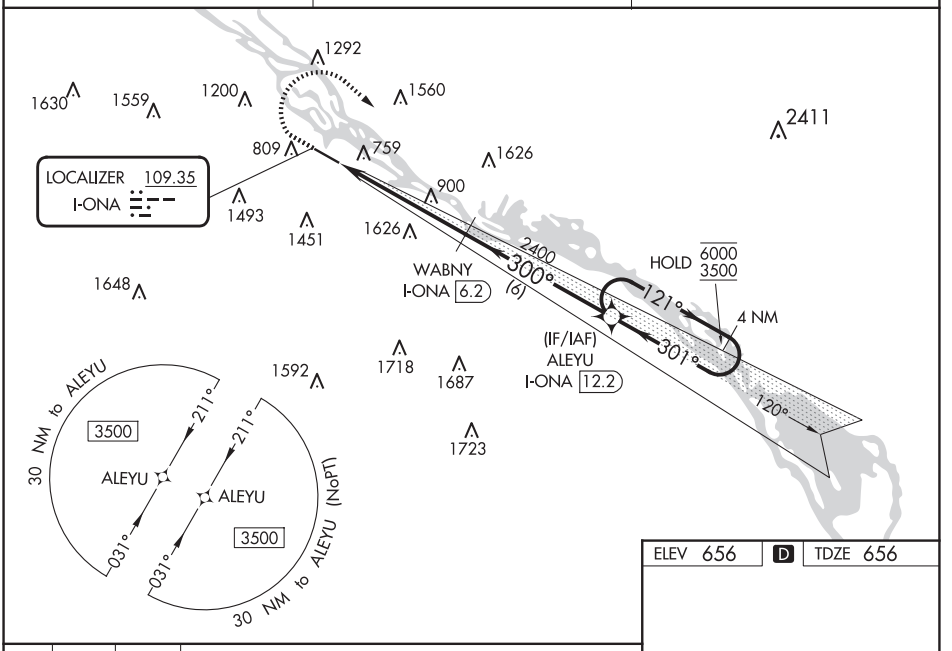
T NA -29°C

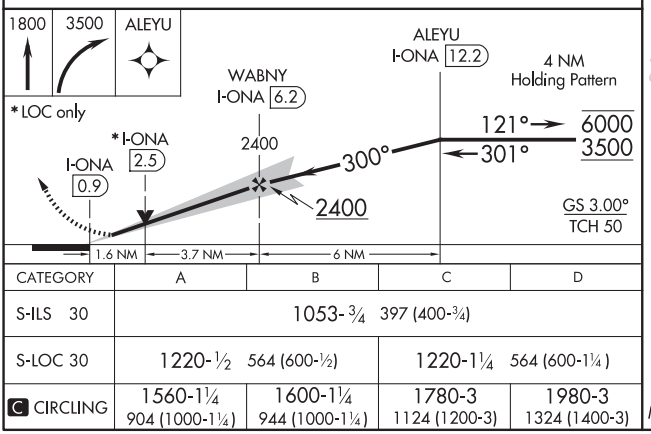
VDP NA with La Crosse altimeter setting. When local altimeter setting not received, use La Crosse altimeter setting and increase S-ILS 30 DA to 1064 and all visibilities ⅛ SM, increase all MDA 60 feet, and visibility S-LOC 30 Cat C/D ⅛ SM and Circling Cat B visibility ¼ SM. For inop ALS, increase S-ILS 30 all Cats visibility to 1⅛ SM, and S-LOC 30 Cats C/D visibility to 1⅝ SM. For inop ALS when using La Crosse altimeter setting, increase S-ILS 30 all Cats visibility to 1⅜ SM, and increase S-LOC 30 Cats C/D visibility to 1¾ SM.

MALSR (A5)

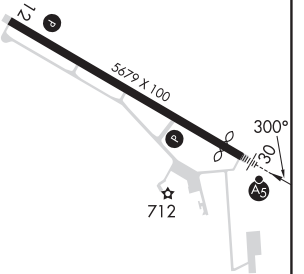
MISSED APPROACH: Climb to 1800 then climbing right turn to 3500 direct ALEYU and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.075	128.6 363.0	122.8 (CTAF) L





ELEV 656 D TDZE 656



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)	
C CIRCLING	1560-1¼ 904 (1000-1¼)	1600-1¼ 944 (1000-1¼)	1780-3 1124 (1200-3)	1980-3 1324 (1400-3)

REIL Rwy 12 L
MIRL Rwy 12-30 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 12

WINONA MUNI/MAX CONRAD FLD (ONA)

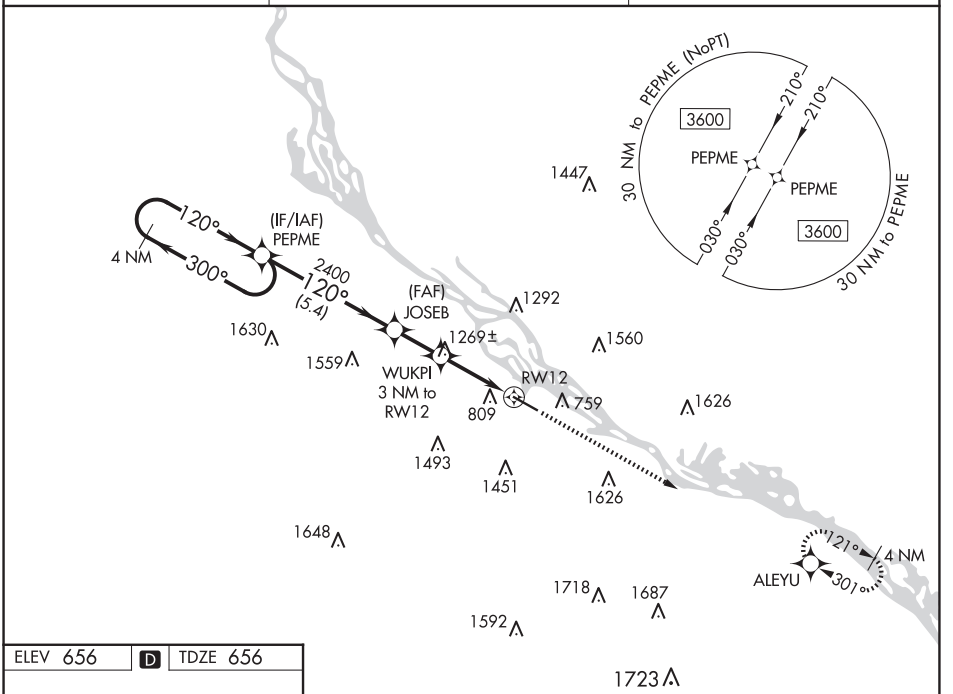
APP CRS	Rwy Idg	5199
120°	TDZE	656
	Apt Elev	656

T A -29°C

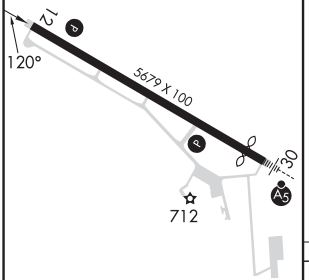
Rwy 12 helicopter visibility reduction below ¾ NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct ALEYU and hold.

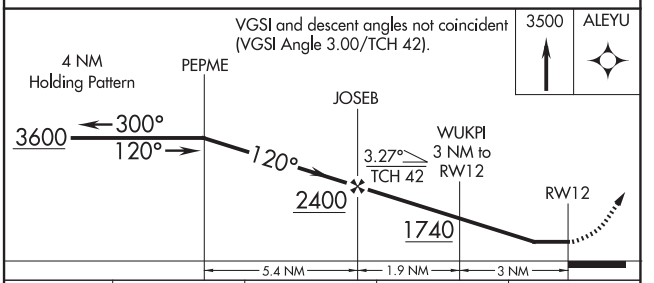
AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.075	128.6 363.0	122.8 (CTAF) L



ELEV 656 D TDZE 656



REIL Rwy 12 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	1520-1 864 (900-1)	1520-1¼ 864 (900-1¼)	1520-2½ 864 (900-2½)	
C CIRCLING	1560-1¼ 904 (1000-1¼)	1580-1¼ 924 (1000-1¼)	1780-3 1124 (1200-3)	1980-3 1324 (1400-3)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 30

WINONA MUNI/MAX CONRAD FLD (ONA)

WAAS	APP CRS		
CH **40329**	**300°**	Rwy Idg	**5199**
W30A		TDZE	**656**
		Apt Elev	**656**

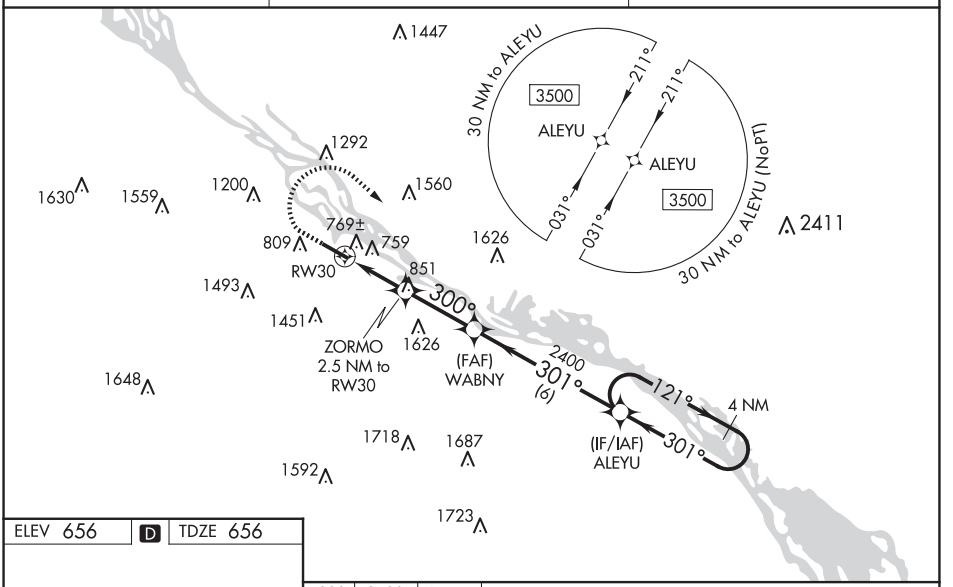
T A -29°C

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. When local altimeter setting not received, use La Crosse altimeter setting and increase all LPV DA to 1064 feet and visibility ⅛ mile all Cats, all LNAV/VNAV DA to 1193 and visibility ⅛ 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 1⅛ mile. For inop ALS when using La Crosse altimeter setting, increase LPV all Cats visibility to 1⅜ mile, and LNAV Cats C/D visibility to 2 mile. Baro-VNAV and VDP NA when using La Crosse altimeter setting.

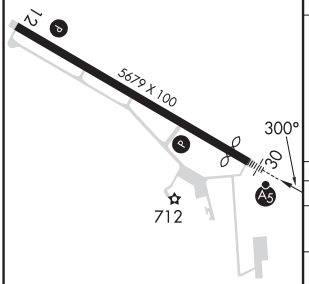
MALSR A5

MISSED APPROACH: Climb to 1800 then climbing right turn to 3500 direct ALEYU and hold.

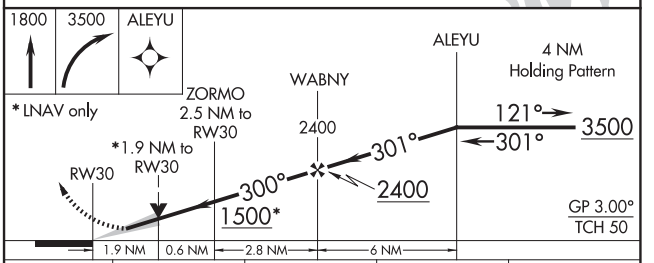
AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.075	**128.6 363.0**	**122.8** (CTAF) L



ELEV 656 D TDZE 656



REIL Rwy 12 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	1011-¾ 355 (400-¾)			
LNAV/VNAV DA	1140-1⅛ 484 (500-1⅛)			
LNAV MDA	1280-½ 624 (700-½)		1280-1⅜ 624 (700-1⅜)	
C CIRCLING	1560-1¼ 904 (1000-1¼)	1600-1¼ 944 (1000-1¼)	1780-3 1124 (1200-3)	1980-3 1324 (1400-3)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

LOC I-OTG	APP CRS	Rwy Idg	5500
111.7	293°	TDZE	1570
		Apt Elev	1574

ILS or LOC RWY 29
WORTHINGTON MUNI (OTG)

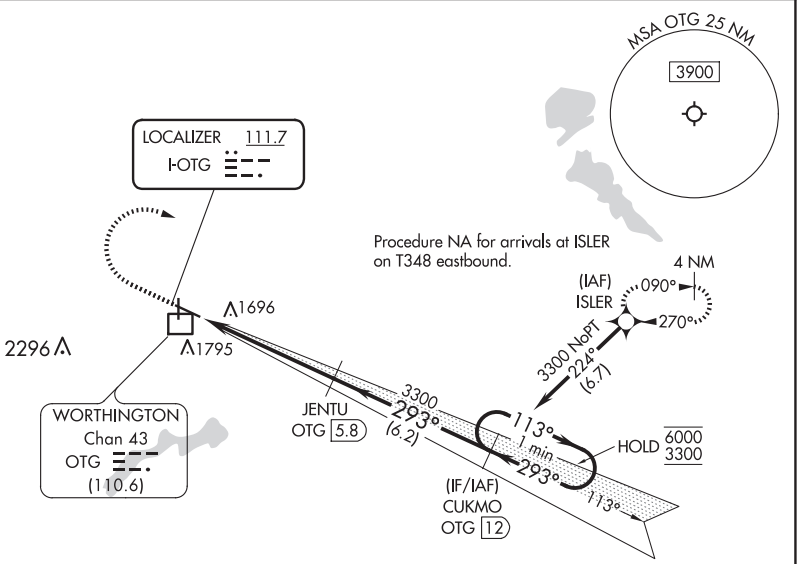
DME required for LOC only. RNP APCH-GPS.

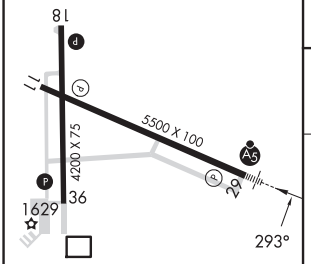
T A Autopilot coupled approach NA below 1770.

MALSR A5

MISSED APPROACH: Climb to 2500 then climbing right turn to 3300 direct ISLER and hold.

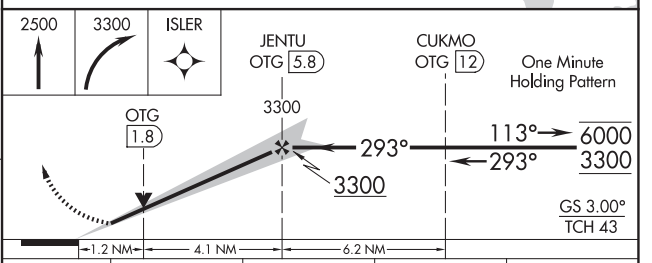
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
121.075	132.05 317.4	122.8 (CTAF) L





MIRL Rwy 18-36 L
HIRL Rwy 11-29 L
REIL Rwys 11, 18, and 36 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 29	1770-½ 200 (200-½)			
S-LOC 29	2000-½ 430 (500-½)		2000-¾ 430 (500-¾)	
C CIRCLING	2100-1 526 (600-1)		2100-1½ 526 (600-1½)	2320-2½ 746 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 11
WORTHINGTON MUNI (OTG)

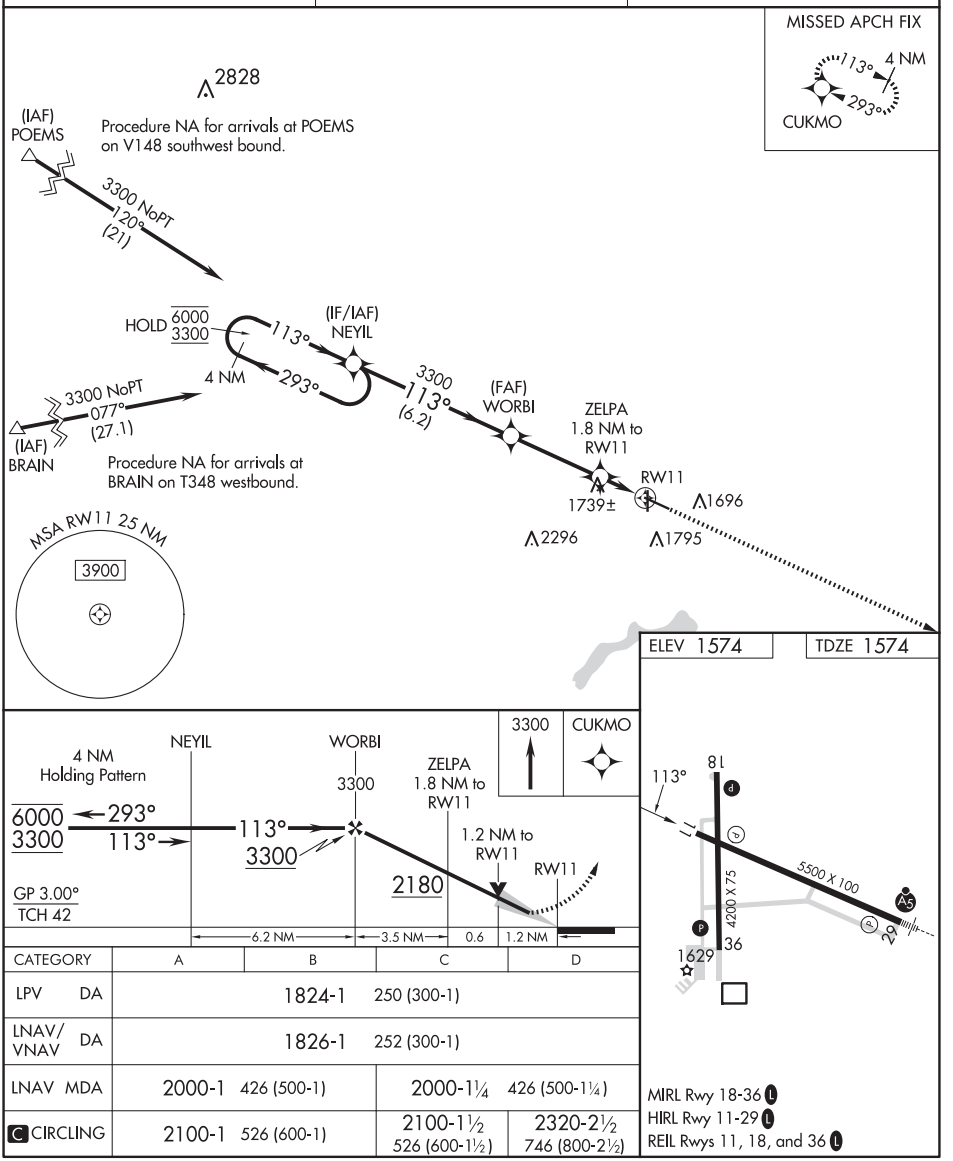
WAAS	APP CRS	Rwy Idg	5500
CH 58230	113°	TDZE	1574
W11A		Apt Elev	1574

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	MINNEAPOLIS CENTER	UNICOM
121.075	132.05 317.4	122.8 (CTAF) L



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)	
C CIRCLING	2100-1 526 (600-1)		2100-1½ 526 (600-1½)	2320-2½ 746 (800-2½)

MIRL Rwy 18-36 L
HIRL Rwy 11-29 L
REIL Rwys 11, 18, and 36 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4200
CH 93830	178°	TDZE	1574
W18A		Apt Elev	1574

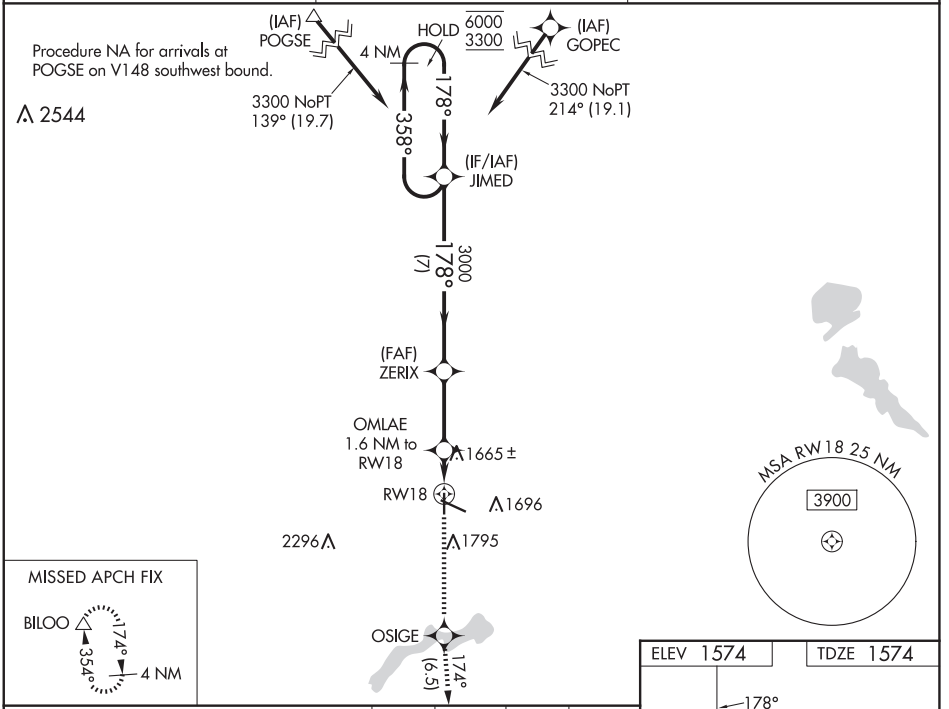
RNAV (GPS) RWY 18
WORTHINGTON MUNI (OTG)

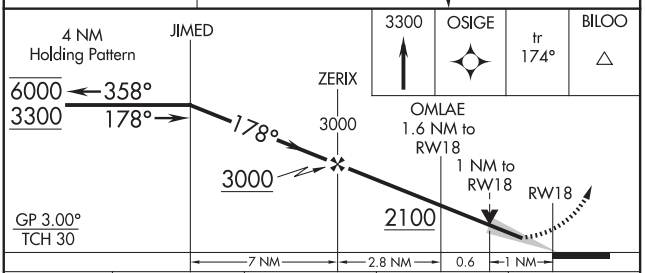
RNP APCH-GPS.

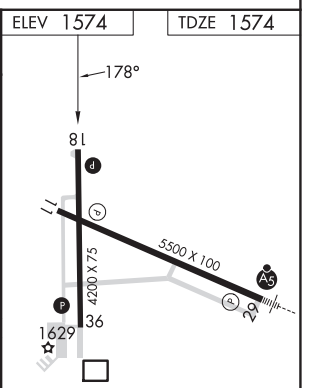
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.

MISSED APPROACH: Climb to 3300 direct OSIGE and on track 174° to BILOO and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
121.075	132.05 317.4	122.8 (CTAF) L







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)			
C CIRCLING	2100-1 526 (600-1)		2100-1½ 526 (600-1½)	2320-2½ 746 (800-2½)

MIRL Rwy 18-36 L
HIRL Rwy 11-29 L
REIL Rwys 11, 18, and 36 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 29
WORTHINGTON MUNI (OTG)

WAAS	APP CRS		
CH **45930**	**293°**	Rwy Idg	**5500**
W29A		TDZE	**1570**
		Apt Elev	**1574**

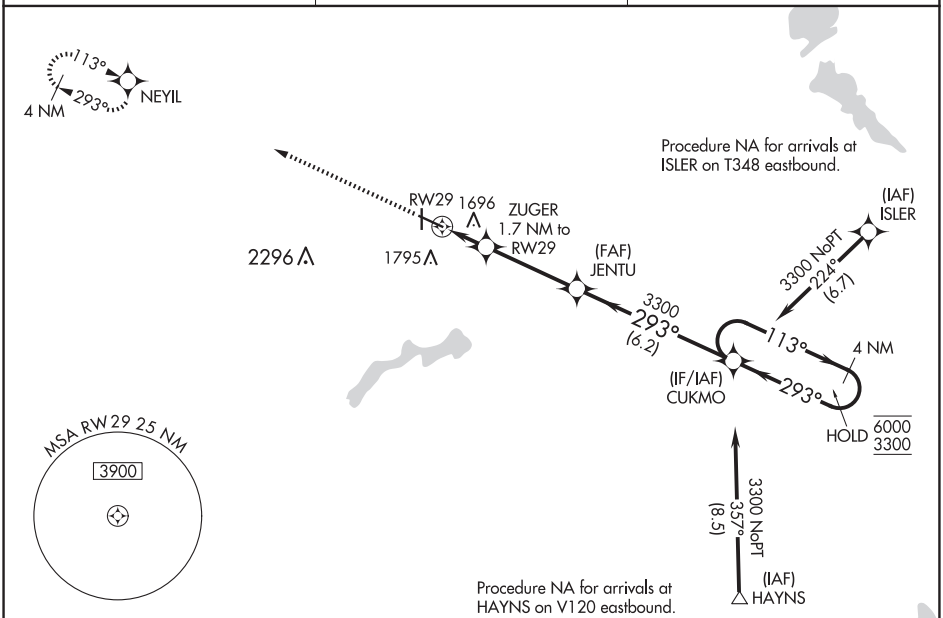
RNP APCH-GPS.

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 ⅞ SM.

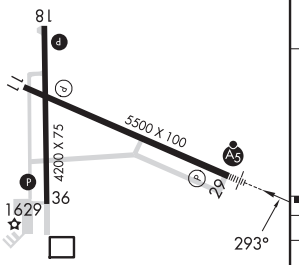
MALSR

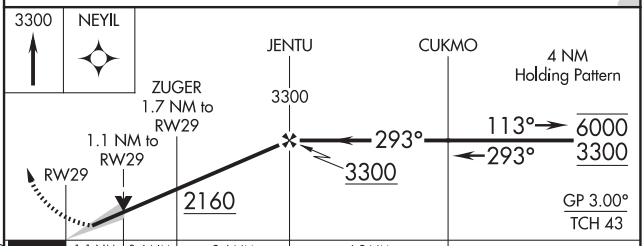
MISSED APPROACH: Climb to 3300 direct NEYIL and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
121.075	**132.05 317.4**	**122.8** (CTAF) L



ELEV 1574 TDZE 1570





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)	
C CIRCLING	2100-1 526 (600-1)		2100-1½ 526 (600-1½)	2320-2½ 746 (800-2½)

MIRL Rwy 18-36 L
HIRL Rwy 11-29 L
REIL Rwys 11, 18, and 36 L

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4200
CH 99329	358°	TDZE	1574
W36A		Apt Elev	1574

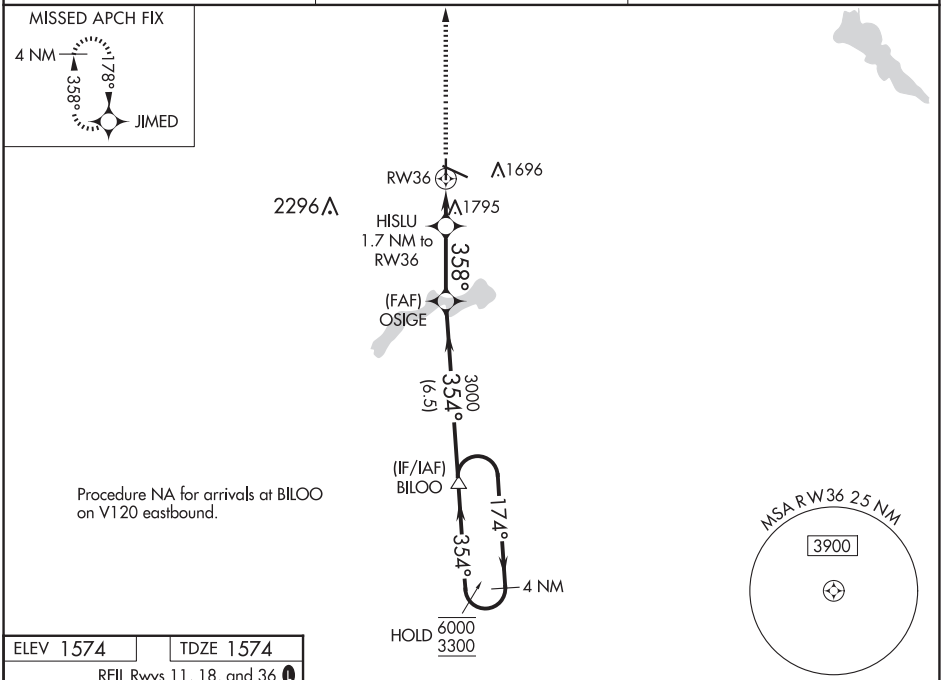
RNAV (GPS) RWY 36
WORTHINGTON MUNI (OTG)

RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

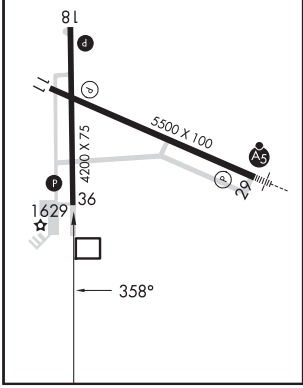
MISSED APPROACH: Climb to 3300 direct JIMED and hold.

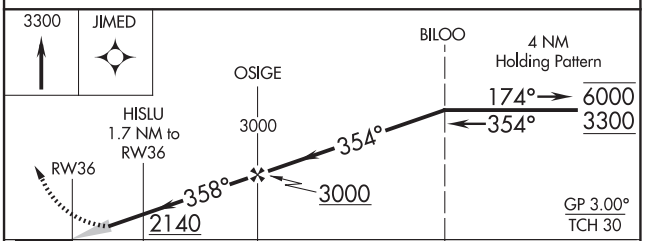
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
121.075	132.05 317.4	122.8 (CTAF) L



ELEV 1574	TDZE 1574

REIL Rwys 11, 18, and 36 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L





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)		2060-1⅜ 486 (500-1⅜)	
C CIRCLING	2100-1 526 (600-1)		2100-1½ 526 (600-1½)	2320-2½ 746 (800-2½)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

YANKTON, SOUTH DAKOTA | AL-5235 (FAA) | 25163

ILS or LOC RWY 31
CHAN GURNEY MUNI (YKN)

LOC I-YKN	APP CRS	Rwy Ldg	6094
109.5	317°	TDZE	1285
		Apt Elev	1306

RNP APCH - GPS.

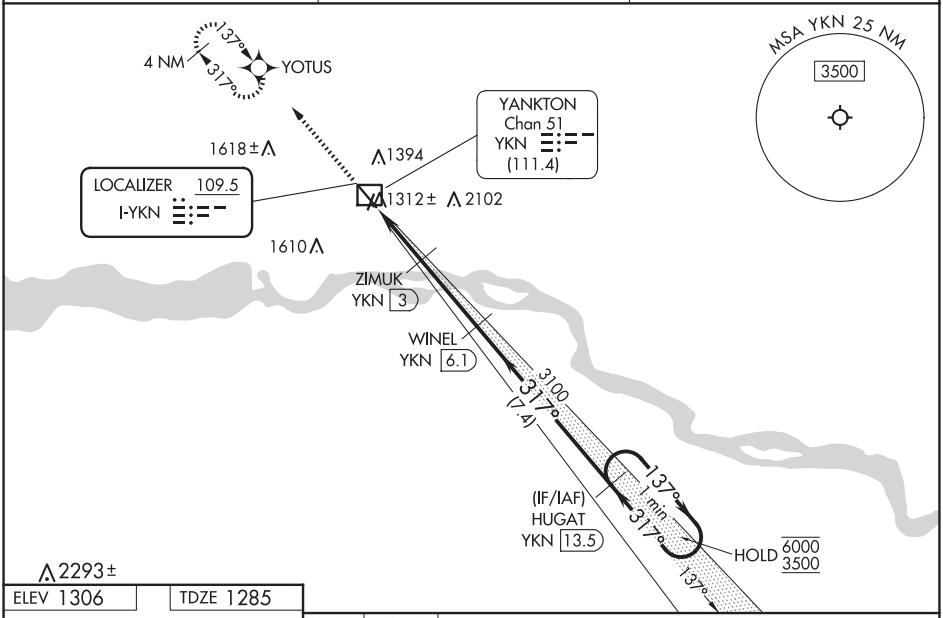
DME required for LOC only. RADAR required for procedure entry.

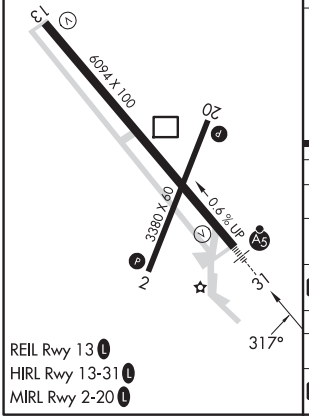
T NA Circling NA east of Rwy 20 and northeast of Rwy 31. DME from YKN DME. DME use requires simultaneous reception of I-YKN and YKN DME. For inop ALS, increase S-LOC 31 Cat C/D visibility to 2½ SM and increase ZIMUK fix minimums S-LOC 31 Cat C/D visiblitiy to ⅞ SM. * DME from YKN DME.

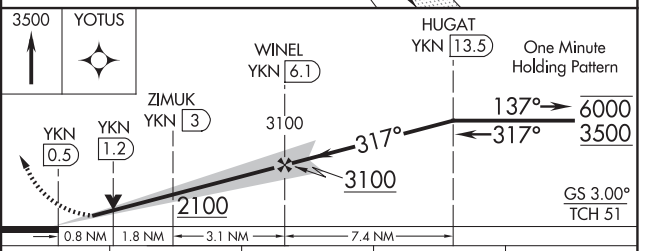
MALSR (A5)

MISSED APPROACH: Climb to 3500 direct YOTUS and hold, continue climb-in-hold to 3500.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.05	125.025 235.625	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 31	1485-½ 200 (200-½)			
S-LOC 31	2100-½ 815 (800-½)	2100-¾ 815 (800-¾)	2100-1⅞ 815 (800-1⅞)	
C CIRCLING	2100-1 794 (800-1)	2100-1¼ 794 (800-1¼)	2100-2½ 794 (800-2½)	
ZIMUK FIX MINIMUMS*				
S-LOC 31	1560-½ 275 (300-½)			
C CIRCLING	1760-1 454 (500-1)	1780-1 474 (500-1)	1980-2 674 (700-2)	1980-2¼ 674 (700-2¼)

YANKTON, SOUTH DAKOTA
Amdt 6 20APR23

42°55′N-97°23′W

CHAN GURNEY MUNI (YKN)
ILS or LOC RWY 31

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	6094
CH 50400	137°	TDZE	1306
W13A		Apt Elev	1306

RNAV (GPS) RWY 13

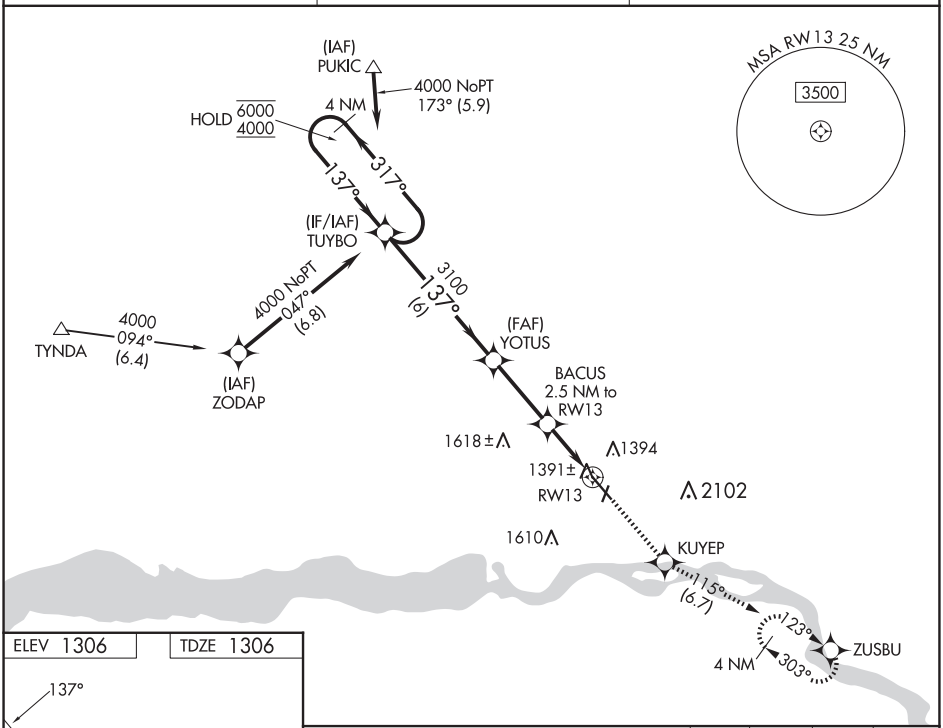
CHAN GURNEY MUNI (YKN)

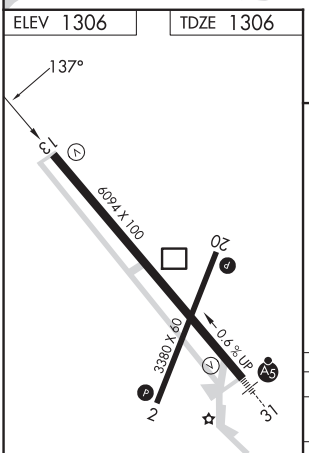
RNP APCH - GPS.

Circling NA east of Rwy 20 and northeast of Rwy 31.
Rwy 13 helicopter visibility reduction below ¾ SM NA.

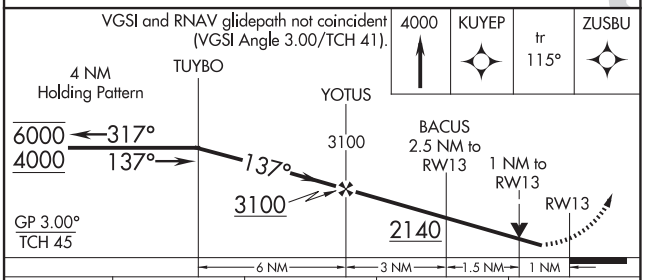
MISSED APPROACH: Climb to 4000 direct KUYEP and on track 115° to ZUSBU and hold, continue climb-in-hold to 4000.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.05	125.025 235.625	122.8 (CTAF) L





REIL Rwy 13 L
HIRL Rwy 13-31 L
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
LPV DA	1556-¾ 250 (300-¾)			
LNAV MDA	1660-1 354 (400-1)			
C CIRCLING	1760-1 454 (500-1)	1780-1 474 (500-1)	1980-2 674 (700-2)	1980-2¼ 674 (700-2¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

YANKTON, SOUTH DAKOTA | AL-5235 (FAA) | 25163

WAAS	APP CRS	Rwy Ldg	6094
CH 50521	317°	TDZE	1285
W31A		Apt Elev	1306

RNAV (GPS) RWY 31

CHAN GURNEY MUNI (YKN)

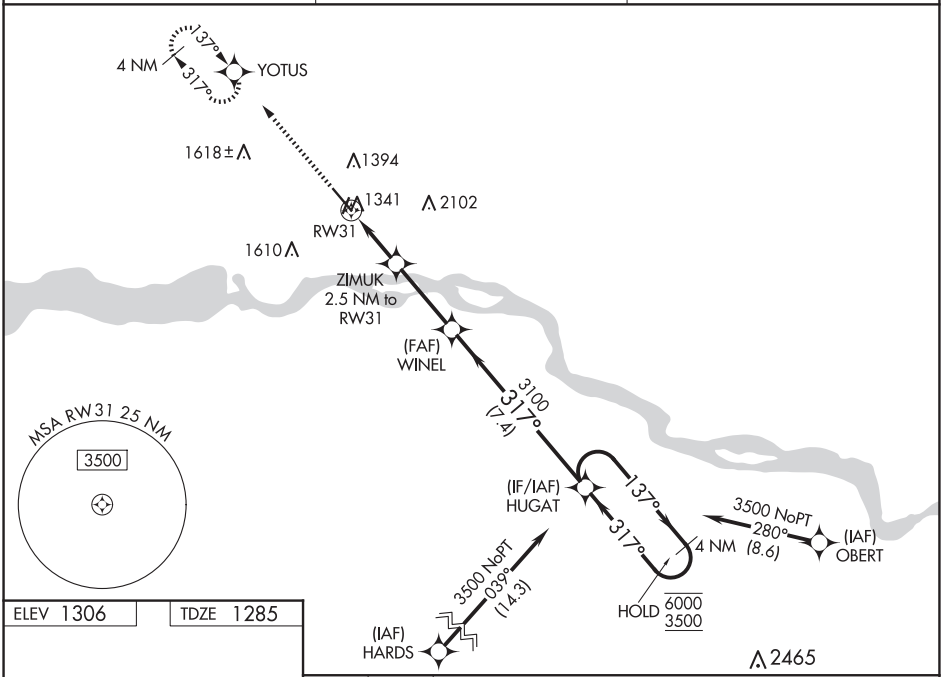
RNP APCH - GPS.

T A Circling NA east of Rwy 20 and northeast of Rwy 31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS increase LPV and LNAV/VNAV all Cats visibility to ¾ SM and LNAV visibility all Cats to 1 SM.

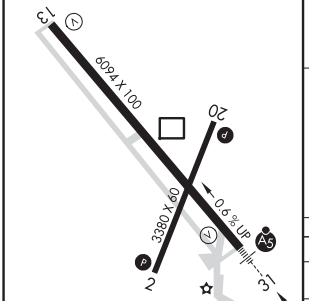
MALSR (A5)

MISSED APPROACH: Climb to 3500 direct YOTUS and hold, continue climb-in-hold to 3500.

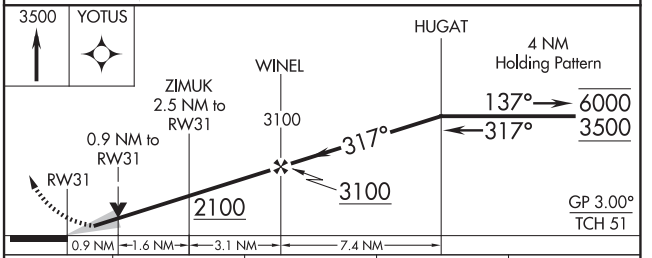
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
119.05	125.025 235.625	122.8 (CTAF) L



ELEV 1306 | TDZE 1285



REIL Rwy 13 L
HIRL Rwy 13-31 L
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
LPV DA	1485-½ 200 (200-½)			
LNAV/VNAV DA	1535-½ 250 (300-½)			
LNAV MDA	1600-½ 315 (300-½)			
C CIRCLING	1760-1 454 (500-1)	1780-1 474 (500-1)	1980-2 674 (700-2)	1980-2¼ 674 (700-2¼)

NC-1, 07 AUG 2025 to 02 OCT 2025
NC-1, 07 AUG 2025 to 02 OCT 2025

INSIDE BACK COVER

INTENTIONALLY

LEFT

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U.S. TERMINAL PUBLICATION VOLUMES

AREA OF COVERAGE

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NSN 7641015059577

NGA REF. NO. OK-10-2859 TERMXFAABTPPNC1

EFF. DATE 25219