

RADAR MINS

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11181

RADAR INSTRUMENT APPROACH MINIMUMS

BISMARCK, ND

Amdt. 3B, AUG 26, 2010 (FAA)

ELEV 1661

BISMARCK MUNI (BIS)

RADAR - 126.3 298.9 ∇ \triangle

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/	HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/	HAA	CEIL-VIS
ASR	13		AB	2100-1	445	(500-1)	C	2100-1¼	445	(500-1¼)		
			D	2100-1½	445	(500-1½)						
	31	AB	2100/24	455	(500-½)	C	2100/40	455	(500-¾)			
		D	2100/50	455	(500-1)							
	21	AB	2120-1	459	(500-1)	C	2120-1¼	459	(500-1¼)			
		D	2120-1½	459	(500-1½)							
3	AB	2120-1	459	(500-1)	C	2120-1¼	459	(500-1¼)				
	D	2120-1½	459	(500-1½)								
CIRCLING		A	2180-1	519	(600-1)	B	2220-1	539	(600-1)			
		C	2220-1½	559	(600-1½)	D	2280-2	619	(700-2)			

Inoperative table does not apply to MALS Rwy 13.

DULUTH, MN

Amdt. 20A, FEB 10, 2011 (FAA)

ELEV 1428

DULUTH INTL (DLH)

RADAR - 125.45 255.9 \triangle

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/	HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/	HAA	CEIL-VIS
ASR	3		ABC	1820-1	400	(400-1)	D	1820-1¼	400	(400-1¼)		
			E	1820-1½	400	(400-1½)						
	27	AB	1860/24	439	(500-½)	C	1860/40	439	(500-¾)			
		DE	1860/50	439	(500-1)							
	21	AB	1860-1	440	(500-1)	C	1860-1¼	440	(500-1¼)			
		DE	1860-1½	440	(500-1½)							
9	AB	1880/24	452	(500-½)	C	1880/40	452	(500-¾)				
	DE	1880/50	452	(500-1)								
CIRCLING		AB	1920-1	492	(500-1)	C	1920-1½	492	(500-1½)			
		D	1980-2	552	(600-2)	E	2060-2¼	632	(700-2¼)			

Category E circling NA southeast of Rwy 3 and 27.

31 MAY 2012 to 28 JUN 2012

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ELLSWORTH AFB (KRCA) (Rapid City), SD (Amdt 1, 11181 USAF)

ELEV 3276

RADAR - (E) 119.5 259.1¹

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	13 ²		AB	3820/40	544	(600-¾)
			C	3820/50	544	(600-1)
			D	3820/60	544	(600-1½)
	31 ²		E	3820-1½	544	(600-1½)
			AB	3820/40	628	(600-¾)
			C	3820/60	628	(600-1½)
CIR	All Rwy ³	D	3820-1½	628	(600-1½)	
		E	3820-1¼	628	(600-1¼)	
		A	3860-1¼	584	(600-1¼)	
		B	3880-1¼	604	(700-1¼)	
		C	3880-1¼	604	(700-1¼)	
		D	3880-2	604	(700-2)	
		E	4040-2¾	764	(800-2¾)	

¹Ltd ASR apch avbl 1300-0500Z++ Mon-Fri. No-NOTAM MP: 0700-1200Z++ Thu, Fri. ²When ALS inop, increase CAT AB RVR to 60 and vis to 1¼, increase CAT CDE vis ½ mile. ³CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within class D airspace.

MANDAN, ND

Amdt. 4, NOV 09, 1995 (FAA)

ELEV 1942

MANDAN MUNI (Y19)

RADAR - 126.3 298.9 ▲ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	31 13		AB	2360-1	418	(500-1)	CD	2360-1¼	418	(500-1¼)
			AB	2460-1	520	(600-1)	C	2460-1½	520	(600-1½)
			D	2460-1¾	520	(600-1¾)				
CIRCLING			A	2460-1	518	(600-1)	B	2500-1	558	(600-1)
			C	2500-1½	558	(600-1½)	D	2500-2	558	(600-2)

Use Bismarck altimeter setting.

When Bismarck control tower closed, ASR NA.

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ROCHESTER, MN
ROCHESTER INTL (RST)

Amdt. 8, JAN 15, 2009 (FAA)

ELEV 1317

RADAR - 119.8 251.125 ▽

	RWY	GS/TCH/RP	CAT	DA/	HAT/		CAT	DA/	HAT/	
				MDA-VIS	HAA	CEIL-VIS		MDA-VIS	HAA	CEIL-VIS
ASR	2	ABC		1680-1	363	(400-1)	D	1680-1¼	363	(400-1¼)
	13	ABC		1640/24	360	(400-½)	D	1640/50	360	(400-1)
	20	ABC		1660-1	356	(400-1)	D	1660-1¼	356	(400-1¼)
	31	ABC		1660/24	356	(400-½)	D	1660/50	356	(400-1)
CIRCLING		A		1720-1	403	(500-1)	B	1780-1	463	(500-1)
		C		1780-1½	463	(500-1½)	D	1880-2	563	(600-2)

When control tower closed, procedure NA. For inoperative MALS/R, increase S-13 and S-31 Cat D visibility to RVR 6000. Visibility reduction by helicopters NA Rwy 2-20.

SIoux FALLS, SD
JOE FOSS FIELD (FSD)

Amdt. 10A, OCT 3, 2003 (FAA)

ELEV 1429

RADAR - 125.8 353.6 ▽ ▲

	RWY	GS/TCH/RP	CAT	DA/	HAT/		CAT	DA/	HAT/	
				MDA-VIS	HAA	CEIL-VIS		MDA-VIS	HAA	CEIL-VIS
ASR	3	AB		1940/24	517	(600-½)	C	1940/50	517	(600-1)
		DE		1940/60	517	(600-1¼)				
	33	AB		1920-1	497	(500-1)	C	1920-1¼	497	(500-1¼)
		D		1920-1½	497	(500-1½)	E	1920-1¾	497	(500-1¾)
	21	AB		1960/24	531	(600-½)	C	1960/50	531	(600-1)
		D		1960/60	531	(600-1¼)	E	1960-1½	531	(600-1½)
	15	AB		1960-1	534	(600-1)	C	1960-1½	534	(600-1½)
		D		1960-1¾	534	(600-1¾)	E	1960-2	534	(600-2)
CIRCLING		AB		1960-1	531	(600-1)	C	1960-1½	531	(600-1½)
		D		2040-2	611	(700-2)	E	2300-3	871	(900-3)

When control tower closed, procedure not authorized.
 Category E S-3 visibility increased ¼ mile for inoperative MALS/R.
 Category E S-21 visibility increased to 2 miles for inoperative MALS/R.

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