BISMARCK, ND

Amdt. 3A, DEC 13, 2002 (FAA) ELEV **1661**

BISMARCK MUNI

RADAR - 126.3 346.4

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ 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	**2240**-2	579	(600-2)

Inoperative table does not apply to MALS Rwy 13.

V

A

DULUTH, MN

Amdt. 20, OCT 7, 1999 (FAA) ELEV **1428**

DULUTH INTL

RADAR - 125.45 255.9

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ 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)
		DE	**1980**-2	552	(600-2)				

Category E circling NA southeast of Rwys 3 and 27.

19 JAN 2006 to 16 FEB 2006

19 JAN 2006 to 16 FEB 2006

ELLSWORTH AFB (KRCA), SD (Rapid City) (03247 USAF) ELEV 3280

RADAR - (E) 134.1 259.1 373.0 393.0 V

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR[1][2]	31[3]		AB	3560/24	367	(300-½)
			CDE	3560/40	367	(300-¾)
	13[4]		AB	3740/24	461	(500-½)
			C	3740/40	461	(500-¾)
			D	3740/50	461	(500-1)
			E	3740/60	461	(500-1¼)
CIR	31		AB	3780-1	500	(500-1)
			C	3780-1½	500	(500-1½)
			D	3840-2	560	(600-2)
			E	3880-2¼	600	(600-2¼)
	13		AB	3780-1	500	(500-1)
			C	3780-1½	500	(500-1½)
			D	3840-2	560	(600-2)
			E	3900-2¼	620	(700-2¼)

[1]No NOTAM preventive maint sked: ASR-1200-1400Z++ Fri and Sat. [2]ASR apch svc avbl for emerg and OT contingent upon manpower and eqpt avbl. [3]When ASL inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. [4]When ALS inop, increase CAT AB RVR to 50 and vis to 1mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

19 JAN 2006 to 16 FEB 2006

FARGO, ND Amdt. 11, DEC 23, 2004 (FAA) ELEV 902

HECTOR INTL

RADAR - 120.4 377.15

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	18		ABC	**1260**/24	360	(400-½)	DE	**1260**/50	360	(400-1)
	27		AB	**1300**-1	402	(500-1)	C	**1300**-1¼	402	(500-1¼)
			D	**1300**-1¼	402	(500-1¼)	E		NA	
	36		AB	**1420**/24	521	(600-½)	C	**1420**/50	521	(600-1)
			DE	**1420**/60	521	(600-1¼)				
CIRCLING			AB	**1420**-1	518	(600-1)	C	**1420**-1½	518	(600-1½)
			D	**1500**-2	598	(600-2)	E	**1560**-2¼	658	(700-2¼)

For inoperative MALSR, increase S-18 CAT E visibility to RVR 6000, and S-36 CAT E visibility to 1¾.

V

A

MANDAN, ND Amdt. 4, NOV 09, 1995 (FAA) ELEV 1942

MANDAN MUNI

RADAR - 126.3 346.4

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	31		AB	**2360**-1	418	(500-1)	CD	**2360**-1¼	418	(500-1¼)
	13		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.

A **NA**

MINOT AFB (KMIB), ND (24 JAN 02 USAF) ELEV 1668

RADAR- (E) 119.6 259.1 363.8

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR[12]	11		ABC	2120/40	452	(500-¾)
			DE	2120/50	452	(500-1)
	29		ABC	2080/40	432	(500-¾)
			DE	2080/50	432	(500-1)
CIR	All Rwy[3]		A	2100-1¼	432	(500-1¼)
			B	2120-1¼	452	(500-1¼)
			C	2120-1½	452	(500-1½)
			DE	2220-2	552	(600-2)

[1]No-NOTAM preventive maint sked: ASR 1300-1500Z++ Fri, altn 1230-1430Z++ Tue. [2]When ALS inop, increase CAT ABC RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles. [3]Circling not authorized N of Rwy 11-29.

ROCHESTER, MN Amdt. 7A, DEC 15, 1997 (FAA) ELEV 1317

ROCHESTER INTL

RADAR - 119.8 251.125

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	13		ABC	**1640**-½	354	(400-½)	D	**1640**-1	354	(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)
	2		ABC	**1680**-1	363	(400-1)	D	**1680**-1¼	363	(400-1¼)
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)

Category D S-13 visibility increased ¼ mile for inoperative MALSR.
Category D S-31 visibility increased to RVR 6000 for inoperative SSALR.

SIOUX FALLS, SD Amdt. 10A, OCT 3,2003 (FAA) ELEV 1429

JOE FOSS FIELD

RADAR - 125.8 353.6

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ 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 1¾ mile for inoperative MALSR.
Category E S-21 visibility increased to 2 miles for inoperative MALSR.